

CITY OF NAPA GENERAL PLAN

DECEMBER 8, 1997

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Revised DRAFT ENVIRONMENTAL IMPACT REPORT

CITY OF NAPA GENERAL PLAN

REVISED

DRAFT ENVIRONMENTAL

IMPACT REPORT

State Clearinghouse #95-03-3060

DECEMBER 8, 1997

Table of Contents

P	PREFACE	P-1
S	SUMMARY	S-1
1	INTRODUCTION	1-1
1.1	Purpose of this Environmental Impact Report	1-1
1.2	Approach to the Napa General Plan EIR	1-2
1.3	Environmental Impact Review Process	1-2
1.4	Use of this Document	1-6
2	PROJECT DESCRIPTION	2-1
2.1	Project Background	2-1
2.2	Project Location	2-1
2.3	Project Area	2-1
2.4	Project Characteristics	2-1
3	ENVIRONMENTAL ANALYSIS	3.1-1
3.1	Introduction	3.1-1
3.2	Land Use	3.2-1
3.3	Transportation	3.3-1
3.4	Community Services and Utilities	3.4-1
3.5	Cultural Resources	3.5-1
3.6	Visual Quality	3.6-1
3.7	Biological Resources	3.7-1
3.8	Geology, Soils, and Seismicity	3.8-1

Table of Contents (continued)

3.9	Hydrology	3.9-1
3.10	Air Quality	3.10-1
3.11	Noise	3.11-1
3.12	Public Health and Safety	3.12-1
<hr/>		
4	OTHER CEQA ISSUES	4-1
<hr/>		
4.1	Introduction	4-1
4.2	Unavoidable Adverse Impacts	4-1
4.3	Growth-Inducing Impacts	4-1
4.4	Cumulative Impacts	4-2
4.5	Significant Irreversible Environmental Changes Resulting from Implementation of the Project	4-8
4.6	Mitigation Measure Monitoring and Reporting	4-8
<hr/>		
5	ALTERNATIVES	5-1
<hr/>		
5.1	Introduction	5-1
5.2	Description of Alternatives	5-2
5.3	Alternative Analysis	5-9
<hr/>		
6	REFERENCES	6-1
<hr/>		
7	LIST OF PREPARERS	7-1
<hr/>		
APPENDICES		
<hr/>		
A	Notice of Preparation & Responses	
B	Policy Resolution No. 27 – Standard Mitigation Measures and Conditions of Approval	
C	General Plan Consistency with the Congestion Management Plan	
D	<u>Supplemental Traffic Analysis Excluding Sousa Lane</u>	

List of Figures

Figure Number		Page Number
2-1	Regional Location of Project Site	2-2
2-2	Project Area and Rural Urban Limit	2-3
<u>2-3</u>	<u>RUL Adjustment Areas</u>	2-6
2-4	Napa Planning Areas	2-17
<u>3.2-1</u>	<u>RUL Adjustment Areas - Soils</u>	3.2-6
3.11-1	Land Use Compatibility for Community Noise Environments	3.11-5
5-1	Scenario A-5 (Reduced Growth Alternative 3)	5-4
5-2a	Scenario B-1 (Expanded RUL Alternative)	5-5
5-2b	Scenario B-1 (Expanded RUL Alternative)	5-6

List of Tables

Table Number		Page Number
S-1	Proposed Project Summary of Impacts and Mitigation Measures	S-10
1-1	Napa General Plan Documentation in Satisfying EIR Requirements	1-5
2-1	City of Napa General Plan Goals	2-7
2-2	General Plan Land Use Designations	2-13
2-3	Future Residential Development in Napa RUL by Planning Area	2-16
2-4	Napa RUL Population and Employment Projections	2-18
3.2-1	Existing (1992) Land Uses in the RUL	3.2-1
3.3-1a	Level of Service Definitions – Signalized Intersections	3.3-1
3.3-1b	Level of Service Definitions – Unsignalized Intersections	3.3-2
3.3-2	Intersection Levels of Service (P.M. Peak Hour)	3.3-3
3.3-3	Future Roadway Improvements	3.3-7
<u>3.3-4</u>	<u>Comparison of External Traffic Conditions</u>	3.3-12

Table of Contents (continued)

3.4-1	NSD Primary Service Area Population Projections	3.4-13
3.7-1	Sensitive Plant and Wildlife Species Known to Occur in the Napa Area	3.7-4
3.10-1	Clean Air Plan TCMs to be Implemented By Local Government	3.10-2
3.11-1	City of Napa Existing 1992 Roadway Noise Contours	3.11-2
3.11-2	City of Napa Projected 2020 Roadway Noise Contours	3.11-7
4-1	Cumulative Growth Forecasts	4-4
5-1	Development Potential by Alternative	5-7

Preface Revised Draft EIR

This is a revision to the Draft EIR prepared for the City of Napa Draft General Plan and originally released for public review in October 1996. As a result of extensive comments on the first Draft EIR, the City has prepared a comprehensive set of responses and has revised certain sections of the DEIR in order to more accurately reflect the discussion of details in the Response Document and to incorporate changes to the project description contained in Addenda which have been prepared for the Draft General Plan. This Revised Draft EIR (RDEIR), along with the Response to Comment Document and General Plan Addenda, is recirculated for public review pursuant to Section 15088.5 of the State CEQA Guidelines. The Response to Comments Document is considered a part of this Revised DEIR and is included by reference. The Addenda to the General Plan Policy Document recommend changes to the Policy Document to improve accuracy and enhance the mitigating ability of certain policies. In order to avoid the confusion and the sense of a “moving target” that could result from revisions to the Draft General Plan Document, the draft document has been left unchanged and in the form of its August 1996 release. Recommended changes to the Policy Document are described under specific subject headings in the Addenda. Although the Revised DEIR, the Response to Comments and the Addenda have been bound separately, the information is interconnected and the documents should be read in concert. All three documents have been circulated and made available simultaneously for public review along with the Draft General Plan Documents originally released in 1996.

Please contact the City of Napa Planning Department, 1600 First Street, Napa, CA -- (707) 257-9530, if you wish to obtain any of the documents described above.

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Summary

The City of Napa has prepared a General Plan Update (Draft General Plan) that will provide policy guidance and implementation strategies to meet the long-term planning needs of the City. The Draft General Plan, called *Envision Napa 2020*, is a comprehensive update of the 1982 General Plan (last updated in 1986) and consists of two documents: the Draft Policy Document and the Draft Background Report. The Draft Policy Document features goals, policies, and implementation programs for each of the General Plan elements and will serve as the City's "blueprint for growth" as it develops over the next 25 years. The Draft Background Report contains information on existing conditions for each of the General Plan elements and provides an understanding and basis for the policies and programs presented in the Draft Policy Document, as well as the documentation required of a general plan by State planning law.

The City of Napa is the designated lead agency responsible for California Environmental Quality Act (CEQA) review for the General Plan Update. The Draft EIR was written pursuant to CEQA.

S1. PROJECT LOCATION

The City of Napa is located along the Napa River in the southern portion of the Napa Valley, 52 miles northeast of San Francisco and 61 miles southwest of Sacramento. Most of the City is on relatively level terrain, except the eastern and western edges which extend into brush and oak-covered foothills. The City abuts agricultural lands, predominantly vineyards, to the north. To the south lie agricultural and marsh lands and the Napa County Airport. Regional access to Napa is primarily via State Highways 12, 29, 121, 128, and 221 which connect with interstates to the south and north.

S2. GENERAL PLAN PROCESS

The General Plan Update process began in 1991 with the appointment of a Citizen Advisory Committee (CAC). The CAC was charged with an extensive review of issues affecting future growth and change and formulating a vision for Napa's future based on the central themes, or objectives, identified by the group. The impetus for the General Plan Update was rooted in the difficulties of implementing the 1982 General Plan. That Plan called for the continued protection of the area's agricultural resources by managing growth and encouraging higher density infill onto vacant or underutilized parcels within existing developed areas. While the fundamental goals of protecting agricultural resources and controlling the rate of development were sound and valid, the strategy of infill development created significant controversy as proposals to construct attached housing in predominantly single family neighborhoods triggered strong local opposition. In addition, portions of the City's older, historic housing stock and neighborhoods were facing increased development pressure as property owners and developers sought to take advantage of the higher densities allowed.

In response to this problem and a growing influence by state and federal requirements in local, long-range planning, the CAC spent considerable time examining the issues that affect the rate, amount, type, and quality of development within Napa. What emerged from this process was agreement that Napa's existing livability and future are linked to:

- maintaining a small-town atmosphere that enhances the residential character of existing neighborhoods;
- encouraging new development to respect the character and form of existing neighborhoods and commercial areas;
- promoting a sustainable economy that offers a level of goods, services, and jobs sufficient to support a community the size of Napa; and
- creating a balanced community where people have opportunities to both live and work.

What also emerged from the CAC's deliberations was reaffirmation of the importance of the Rural Urban Limit (RUL) as a strong tool to contain the extent of urban development and to preserve the surrounding agricultural, scenic, and open space resources.

To accommodate the projected growth within the boundaries of the RUL and avoid the land use conflicts created by the infill strategy of the 1982 General Plan, the Draft General Plan requires new development to conform to a few defining neighborhood characteristics and to be within a specified density range that is similar to that of existing development. To reduce commuting patterns that show a growing number of Napa residents working outside the City, the Draft General Plan places priority on attracting higher paying technical and professional jobs and on providing affordable housing to accommodate retail and service workers who will make up the majority of the City's future new employees. These key ideas were documented in a paper called the *Concept Report* in the spring of 1994.

Review and comment on the Concept Report by the public and by the City Council provided the direction needed to compile the Draft General Plan. Further details on the principle themes, policies, implementation programs are presented below and in Chapter 2 of this document.

S3. OVERVIEW TO THE PROJECT

Project Objectives

The goals of the Draft General Plan were derived from seven central planning themes, or objectives, identified during the City's two-year community outreach process. The major objectives of the General Plan are maintaining the physical and social qualities of Napa within an economically healthy and self-sufficient community. The seven planning objectives identified include:

1. Contain growth within the Rural Urban Limit Line.
2. Conserve the character of existing neighborhoods.
3. Improve the City's jobs/housing balance.
4. Recognize the fragility of Napa's precious natural resources and focus protection on wetlands, other scarce habitats, hillsides and agricultural lands adjacent to but outside the RUL.
5. Promote a sustainable economy: a healthy economy with jobs that "fit" the needs of residents.
6. Maintain a vital and healthy Downtown.

7. Consider the environmental and financial costs of flood control along the Napa River and encourage appropriate development.

Key Project Goals and Implementation Strategies

The Draft General Plan's goals are based on goal statements developed by the groups and individuals who participated in the General Plan update visioning process. The Draft General Plan is also based in part on a three part growth management strategy featuring:

- a *confined city policy* implemented through continued reliance on the Rural Urban Limit (RUL);
- a *context sensitive residential development policy* aimed at preserving the physical aspects of "neighborhood character." This approach could best be implemented through adoption of residential design guidelines; and
- a *development pacing or staging system* to ensure the rate of growth does not exhaust the City's remaining residential land supply before the end of the planning period (i.e., 2020).

A "confined city" strategy (i.e., planning for only as much population and employment as can be comfortably accommodated within the 18.2-square-mile RUL) would ensure the City retains a defined urban area surrounded by a permanent greenbelt of open space.

Self-Mitigating Policies

The Draft General Plan has been designed to be a self-mitigating plan, that is, the plan promotes a land use pattern and contains policy statements to mitigate environmental impacts that might otherwise be expected with growth and land development. Potential limitations to development, which were identified in the Background Report, include sensitive biological resources, prime agricultural soils, geotechnical hazards, excessive noise exposure areas, and flood/inundation areas. Policies to mitigate these development constraints address preserving Napa's natural resources, protecting the public and property from natural and man-made hazards, and attaining desired service levels. These mitigation policies apply regardless of the land use alternative ultimately selected. In this EIR, these policies are acknowledged as mitigation measures included in the proposed project, and, as part of the project, would serve to help avoid potential impacts.

Growth Forecasts for the Year 2020

Based on the residential capacity analysis method developed by the CAC, the total population was estimated to be 69,640 in 1995. Under the Draft General Plan, a total of 34,938 dwelling units at buildout (in the year 2020) could potentially be accommodated in the RUL, or 7,840 units above current residential development levels of 27,098 dwelling units. The additional residential development would accommodate a total population of approximately 81,100. Additional commercial/industrial development in the RUL would support approximately 14,000 jobs, for a total of 42,720 jobs by the year 2020.

S4. ENVIRONMENTAL CONCERNS

Significant Impacts

The City in developing the General Plan has made a conscious effort to mitigate potential environmental impacts by anticipating them and then developing policies to avoid their occurrence. For example, most general plans in California establish rather broad density ranges for individual land use classifications. Because of the potential for land use conflicts between existing development and new development, the City has crafted a set of residential typologies and a narrower range of permitted densities as a means of avoiding the incompatibility impacts. As a result of this effort, plus implementation of the City's Policy Resolution No. 27 which calls for a standard set of mitigation measures to be applied to each project in Napa, the impacts that might otherwise occur will be precluded. The specific policies, implementation programs, and provisions of Policy Resolution No. 27 that serve to mitigate potential impacts are identified in Table S-1 (located at the end of this Summary) and described in Chapter 3 of this document.

In reviewing Table S-1, it should be noted that no mitigation measures are identified for beneficial effects. For significant impacts, appropriate policies and implementation programs from the proposed project that serve as mitigation measures are identified along with other necessary recommendations. For insignificant impacts, the relevant policies and implementation programs that enable the impact to be classified insignificant are identified. Policies are identified by a letter prefix that is an abbreviation for a section from the Draft General Plan and a numerical suffix that corresponds to the specific policy number in the Draft Plan. Thus, HR-1.1 stands for Historic Resources, Policy 1.1; LU-4.3 stands for Land Use, Policy 4.3; NR-2.9 stands for Natural Resources, Policy 2.9. The convention for identifying implementation programs from the Draft General Plan is a letter prefix, followed by a number/letter combination (e.g., LU-2.D).

Significant Unavoidable Impacts

~~Based on the self-mitigating nature of the Draft General Plan and the implementation of Policy Resolution No. 27, there are no significant unavoidable impacts anticipated from adoption and implementation of the Napa General Plan.~~

The environmental analysis in Chapter 3 concludes that certain impacts resulting from adoption and implementation of the new General Plan may be significant or potentially significant in three areas.

1. Prime agricultural soils within the City's RUL would be converted to urban uses. (Significant)
2. The SR 221 - SR 29 intersection would continue to operate at Level of Service F, largely due to cross-county traffic between Solano and Sonoma Counties (Significant). In addition, uncertainty of funding for transportation improvements and city trips that impact roadways outside the city limits may create potentially significant impacts. (Potentially Significant)
3. Water demand could exceed the City of Napa's water supply during drought years. (Potentially Significant)

Conversion of prime agricultural soils within the RUL to urban uses is an unavoidable impact if these lands are designated for urban development. The only mitigation for this impact is to exclude the lands with prime agricultural soils from the RUL or to designate the lands for agricultural or open space use. The

feasibility of this option is unlikely since the majority of lands within the historic City boundaries consist of agricultural soils.

The continuing congestion at the SR 221 - SR 29 intersection is unavoidable from the City's perspective since the condition is largely due to cross-county traffic between Solano and Sonoma Counties, which is beyond the control of the City of Napa.

S5. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

As a result of the community outreach process and review of interim reports such as the *Concept Report*, there remain several areas of controversy or issues that still need to be resolved. Some of these issues will be debated during the upcoming public hearings on the Draft General Plan and Draft EIR before the Planning Commission and the City Council; resolution of others depends on processes outside this General Plan Update effort. These areas are summarized below.

- Flooding along the Napa River has historically been an issue and became a focus for planning efforts again after the major flood in 1986. The U.S. Army Corps of Engineers has been developing a flood control project that would eliminate flood hazards in the central portion of the City and make more intensive development a possibility. At the time of the Draft General Plan preparation, it was not clear whether the flood control project could be constructed at an acceptable cost.
- In order to accommodate new development and protect existing neighborhoods, the RUL is proposed to be extended in ~~three~~ four locations. The expansion area west of Foster Road would permit residential development on hillsides that may pose geotechnical, fire hazard, erosion, and community service concerns. The area to the northeast of Big Ranch Road and Trancas Street is partially developed as a rural residential area, whose character would change with the proposed urbanization of the area. The third area encompasses the already developed Napa State Hospital environs. The fourth area on the northeast corner of Silverado Trail and Trancas Street consists of a 5 acre parcel that has legally been part of the City since 1973. The fiscal and environmental implications of adding these areas to the RUL will be a topic of discussion during the upcoming hearings.
- One of the chief reasons that implementation of the 1982 General Plan was difficult was the land use conflicts created by the infill strategy. Nevertheless, there are still members of the community who feel that the strategy of encouraging higher densities is appropriate. With a limited supply of land because of the retention of the existing RUL boundaries, the City must allow higher densities to accommodate the projected population.
- The growth management strategy included as part of the Draft General Plan will moderate the rate of development, enabling community service providers and utilities time to implement mechanisms or make improvements to assure that supply of public facilities and services is commensurate with demand. However, the reduced pace of development also slows the payment of fees and tax revenues that are often necessary to finance public improvements.

S6. ALTERNATIVES TO THE PROJECT

This section describes alternatives to the proposed project. CEQA requires that reasonable alternatives that can feasibly attain the basic objectives of the project be considered. The purpose of this mandate is to provide the decision-makers with an opportunity to evaluate the comparative merits of the alternatives. The discussion of alternatives must indicate whether an alternative has been rejected from further consideration and, if so, why it was rejected.

CEQA does not require that an EIR present all possible alternatives nor does it prescribe a fixed number that must be considered. It does require that the EIR address the “No Project” alternative, discuss enough alternatives to illuminate and highlight the most important impacts, and formulate alternatives to reduce significant impacts. The alternatives that this section of the EIR considers in detail are discussed in Chapter 5. They have been selected from others also described in that chapter to fulfill the foregoing purpose.

The City has completed nearly six years of planning study, during which a number of alternatives and ideas have been advanced and evaluated. These alternatives are described in the City’s *Futures Report* (January 1990). As the planning program has evolved, the most viable alternatives are those that share the same fundamental objectives (please refer to the objectives enumerated in Section S3 of this Summary) that have served to guide the formulation of policies articulated by the Draft Policy Document.

The alternatives identified below have been evaluated for their environmental effects, as well as their ability to satisfy the project objectives.

Five different alternatives have been defined for this EIR. They include:

- **No Project Alternative** - an option based on the policies and land use designations contained in the 1982 General Plan;
- **Reduced Growth Alternative 1** - an option that assumes that further growth in Napa does not occur, with the exception of already permitted development;
- **Reduced Growth Alternative 2** - an option that would decrease the permitted densities of each residential land use designation by approximately 25 percent; and
- **Reduced Growth Alternative 3** - an option that would decrease the development potential within the RUL line by about 17 percent by selectively reducing densities on vacant and underutilized properties near the RUL line.
- **Expanded RUL Alternative** - an option that increases the size of the RUL to accommodate the projected growth in areas that have been the subject of past annexation inquiries or discussions by City Councils. The expansion areas include lands that are currently served by the City Water Department and the Napa Sanitation District.

The Expanded RUL Alternative is described partly in order to compare the relative impacts that would result if the existing RUL were not preserved.

No Project Alternative

The No Project Alternative would retain the policies and implementation strategies of the 1982 General Plan as it has been amended (i.e., State-mandated updates to the Housing Element and the adoption of the

Parks and Recreation Element). The No Project Alternative would permit a greater development potential than is currently envisioned by the Draft Policy Document. The number of units permitted under the No Project Alternative would be approximately 1,000 units more than the proposed project. The No Project Alternative also anticipates 800,000 square feet more commercial and industrial square footage.

This alternative would fail to address the concerns that precipitated this General Plan Update; namely, inability to protect the City's residential neighborhoods and their character. Moreover, the No Project Alternative would inadequately account for new state and federal requirements that affect the City's long-range physical development. On a citywide basis, the No Project Alternative would pose greater "population-driven" impacts, i.e., traffic, air quality, noise, and community services, than the proposed project. In addition, the following additional adverse effects are associated with the No Project Alternative:

- retention of the relatively high densities near the RUL line would mean continued conflicts at the agricultural/urban interface;
- unacceptable congestion at ten key intersections in 2020;
- localized congestion due to incomplete street networks; and
- continued pressures to redevelop older areas with historic buildings.

Because this alternative does not reduce significant effects of the proposed project and fails to satisfy fundamental objectives established for the planning program (i.e., protection of neighborhood character and historic preservation), the No Project Alternative is not a practical alternative for the City to pursue.

Reduced Growth Alternative 1: No Growth

The No Growth Alternative assumes that further growth in Napa does not occur, with the exception of already permitted development. Under this "no build" alternative, the policies and procedures of the existing 1982 General Plan would govern the physical development of the City. As defined, this alternative satisfies legal interpretations of CEQA that one alternative must describe maintenance of the existing environment as a basis for comparison of the suggested alternatives to the status quo.

This alternative would maintain the existing number of housing units at 27,100, or 7,800 fewer dwelling units than would be allowed under the proposed project. Existing commercial and industrial square footage would remain at about 7 million, or 3.2 million less than under the proposed project.

Under the No Growth Alternative, loss of existing small, random parcels of agriculture within the RUL would not occur, signalized intersections that are projected to deteriorate to unacceptable levels would continue to operate acceptably, and residential areas that are projected to experience increased sound levels would continue to enjoy acceptable ambient conditions. Because this alternative would not result in any new residential development, there would be no adverse impact to community services or utilities.

From a practical standpoint, there are few feasible ways of implementing this alternative. One approach would be to impose a long-term moratorium on growth. However, this alternative would preclude the City's ability to satisfy the objectives of the General Plan. In particular, the No Growth Alternative would severely limit economic development, would not support the City's goal to satisfy its fair share of regional housing demand, and would improve the City's job/housing ratio. For these reasons, it is rejected as a practical alternative.

Reduced Growth Alternative 2: Decrease Housing City-Wide

The Reduced Growth Alternative 2 recognizes that neighborhood character and stability were threatened by the 1982 General Plan policy of encouraging of higher density infill development. Reduced Growth Alternative 2 would decrease the permitted densities of each residential land use designation by about 25 percent. As a result, the projected buildout under this scenario would be a population of approximately 67,300 to 78,300, or 2,800 to 13,800 fewer persons than under the proposed project. Commercial and industrial development would be expected to occur similar to that planned for under the proposed project.

Under Reduced Growth Alternative 2, trip generation, air emissions, noise, and community service demands would all be reduced to a limited extent. The reduction is moderated by commercial and industrial development which would remain comparable to the proposed project. As conceived, this alternative does not include the urban design considerations of the land use designations proposed by the Draft General Plan. Thus, while Reduced Growth Alternative 2 would eliminate the pressures to redevelop infill areas at higher densities, it does not function as well as the proposed project at preserving the character, pattern, and typology of existing residential development. An across-the-board reduction in residential densities as recommended by this alternative would be contrary to the City's objectives of promoting affordable housing and may frustrate efforts to satisfy regional fair share housing requirements.

Because this alternative does not provide any compelling benefits relative to the proposed project (that is, a clear reduction in the number and magnitude of significant effects identified for the proposed project), creates greater impacts in certain areas, and would be less successful at protecting neighborhood character than the proposed project, Reduced Growth Alternative 2, while viable, is inferior to the proposed project.

Reduced Growth Alternative 3: Selective Decrease in Housing

This alternative recognizes that the City needs to protect open space surrounding the City, reduce development pressures on the outlying areas, and minimize potential conflicts between residential development and agricultural operations. Reduced Growth Alternative 3 would decrease the development potential in the RUL line by approximately 17 percent, by selectively reducing densities on vacant and underutilized properties near the RUL line. As a result, the projected buildout under this scenario would be a population of about 69,300 to 78,800, or 2,300 to 11,800 fewer persons than under the proposed project. Commercial and industrial development would occur similar to that planned for under the proposed project.

Reduced Growth Alternative 3 would minimize the adverse effects identified for the proposed project that relate to population. Trip generation, air emissions, noise, and community service demands would all be reduced to a limited extent, but less so than for Reduced Growth Alternative 2. The reduction is further moderated because commercial and industrial development would remain comparable to the proposed project.

This alternative does not propose to reduce permitted densities in the residential land use designations. As a result, the same problems that exist with the 1982 General Plan persist: infill development that (1) need not conform to the existing character, pattern, and density of residential development, (2) undermines neighborhood stability, and (3) creates pressures to redevelop older areas with historic buildings.

Expanded RUL Alternative

The Expanded RUL Alternative would “round off” the RUL by including areas that have been the subject of previous annexation inquiries or water and sewer service connection requests. Adding 4,000 acres to the City’s RUL would increase the City’s buildout population in 2020 to about 101,000, or 19 percent greater than envisioned by the Draft General Plan. The expanded areas would essentially enlarge the RUL in all directions but especially into Congress Valley, Soscol Ridge, Coombsville, and Silverado.

The Expanded RUL Alternative would result in several significant effects that would not occur with the proposed project, because of the increased population and the enlarged physical extent of the City. These impacts include:

- extension of development into areas beyond the desired emergency response time for police and fire services;
- uncertain adequacy in water supply and wastewater treatment capacity;
- encroachment into and conversion of productive agricultural lands;
- increased development on hillsides and grasslands, creating greater risks of fire hazard, geotechnical problems, and disturbance to sensitive biological resources;
- nonconformance with City, County, and the Local Agency Formation Commission objectives regarding preservation of the natural environment to the maximum extent possible; and
- accommodation of a growth rate and buildout population that would be considered excessive for the planning horizon.

Because the Expanded RUL Alternative would result in significant environmental impacts not predicted for the proposed project and would not fulfill the General Plan objectives, this alternative is rejected.

Environmentally Superior Alternative

Based on the alternatives considered and evaluated, the proposed project would be the alternative that best reduces environmental impacts and satisfies the community objectives. The Draft General Plan is therefore considered the environmentally superior alternative.

**Table S-1
Proposed Project
Summary of Impacts and Mitigation Measures**

Impacts	Mitigation Measures	Level of Significance After Mitigation
Land Use		
1. Future development in Napa would be compatible with existing development within the RUL. In addition, some existing development that is incompatible with surrounding uses would be replaced or would be required to meet applicable standards to ensure its consistency with nearby uses. (B)	NR	B
2. The continued support and maintenance of the RUL to define the City's urban growth boundaries would minimize disturbance to the region's rich natural resources. (B)	NR	B
3. Under the proposed project, the RUL would be expanded by approximately 440 acres. The majority of the new land to be included in the RUL is already urbanized (more than 400 acres) and the remaining portion is vacant or underutilized. Therefore, the project would not induce sprawl or the premature conversion of agricultural land. (I)	Expand the RUL in a manner that complies with the environmental protection and growth management guidelines consistent with City and County goals. (A-2.1)	I
4. Development associated with the Draft General Plan would result in the conversion of existing agricultural uses and prime soils within the City's RUL to urban uses. (S)		S
5. The proposed land uses would accommodate a household population and workforce generally consistent with regional growth projections. (I)	NR	I
6. The Draft General Plan would generally be consistent with and reinforce the adopted environmental plans and goals of other local and regional jurisdictions. (B)	NR	B

B = Beneficial
(XX-#) = A policy from the Napa General Plan unless otherwise specified.

I = Insignificant

NR = None required or no additional mitigation required

S = Significant
PS=Potentially Significant

Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Transportation		
1. Traffic associated with development permitted by the Napa General Plan would be adequately mitigated by the policies and programs included in the Draft General Plan, <u>except for the intersection of SR 221 and SR 29. (S)</u>	Implement major road improvements identified in Table 3.3-3 (please refer to Section 3.3, Transportation). (T-1.3) Pursue federal and state funding for roadway construction. (T-1.7) Correct discontinuous arterial or collector streets. (T-1.9) Amend the Capital Improvement Program to identify selected streets and intersection improvements as priorities for funding. (Implementation Program T-1.A) Pursue creation of street utility assessment district and update Street Improvement Fee Program to pay for roadway and intersection improvements. (Implementation Programs T-1.B and T-1.C) Work with Caltrans to improve Trancas/Redwood and SR 29 and implement interim improvements while waiting for funding. (Implementation Program T-1.D)	S
2. The proposed General Plan would be in conformance with the Napa County Congestion Management Plan. (I)	NR	I
3. The Draft General Plan encourages access to and expansion of public transit services and facilities thereby enhancing mobility for local residents, employees, and commuters. Implementation of policies and programs supporting alternative modes of transportation would result in the added benefit of reduced energy use, air emissions, and automobile congestion. (B)	NR	B
4. The Draft General Plan encourages bicycle use and provision of bicycle facilities. In addition to reducing energy use, air emissions, and automobile congestion, the proposed bicycle plan would increase recreational opportunities for City residents and offer an alternative to the automobile. (B)	NR	B
B = Beneficial	I = Insignificant	NR = None required or no additional mitigation required
(XX-#) = A policy from the Napa General Plan unless otherwise specified.	S = Significant	PS=Potentially Significant

Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Transportation (continued)		
5. The Draft General Plan encourages the use and development of pedestrian services and facilities. The emphasis on an interconnected, safe pedestrian network has the beneficial effect of improving. (B)	NR	B
Community Services and Utilities		
<i>Police and Fire Services</i>		
1. Development accommodated by the Draft General Plan would increase the demand for police services but would not be expected to adversely affect response times. (I)	Maintain a five-minute emergency response time to Priority I calls and continue community-oriented education and involvement programs. (CS-2.2 and CS-4.1)	I
2. Development accommodated by the Draft General Plan would increase the demand for firefighters and equipment but would not be expected to adversely affect emergency response times by Napa Fire Department personnel. (I)	Maintain adequate personnel, equipment, and fireflow throughout the community. (CS-5.1, CS-5.6, and Policy Resolution 27) Continue mutual aid agreements with local and federal agencies. (CS-5.8) Prepare a Fire Services Master Plan. (Implementation Program CS-5.C)	I
<i>Water Supply</i>		
3. Development accommodated by the Draft General Plan could result in demand in excess of the City of Napa's water supply system <u>during drought years</u> . (S)	Implement water conservation programs. (CS-9.1 and Policy Resolution 27) Evaluate the feasibility of the use of reclaimed water. (CS-9.3) Enable the SWP to meet its obligations to the City by establishing programs and projects with state and federal agencies. (CS-9.6) Control urban development beyond the RUL. (CS-9.8) Implement the Public Works Department's Water System Optimization and Master Plan. (Implementation Program CS-9.A) <u>Monitor new water system hook-ups in order to improve reliability of draught year water supplies to existing and proposed developments (proposed) (See EIR Chap 3.4for full text of mitigation)</u>	PS

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I = Insignificant

NR = None required or no additional mitigation required

S = Significant

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PS=Potentially Significant

Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Community Services and Utilities (continued)		
<i>Wastewater Treatment, Storage, and Disposal</i>		
<p>4. Development accommodated by the Draft General Plan would necessitate expansion of treatment capacity, solids handling facilities, and water reclamation efforts by the NSD. However, policies and implementation programs contained in the General Plan and implementation of improvements suggested in the NSD's 1990 Wastewater Master Plan would ensure that adequate wastewater treatment, storage and disposal facilities are available. (I) <u>Based on existing NSD facility capacity, impacts to wastewater treatment capacity from future development is significant. (S) However, the City is proposing an additional mitigation in the form of a policy that would require that all new applicants for development secure a "will-serve" letter from the NSD if the District notifies the City that a critical capacity situation exists. The mitigation would reduce the impact to less than significant.</u></p>	<p>Promote the use of reclaimed water and water-conserving devices. (CS-10.1 and CS-10.2)</p> <p><u>Require all new applicants for developments to secure a "will-serve" letter from Napa Sanitation District if a critical capacity situation exists. (See EIR Chapter 3.4 for full text of mitigation)</u></p>	I
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		S = Significant PS=Potentially Significant

Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
<i>Solid Waste</i>		
5. Development accommodated by the Draft General Plan would increase the City's solid waste disposal requirements. However, the increase is not expected to result in significant impacts to the present solid waste disposal system. (I)	Promote public awareness programs and continue monitoring the City's Source Reduction and Recycling element to ensure that the City meets established goals. (CS-12.1, CS-12.2, and Policy Resolution 27) Construct a Materials Recovery Facility if desired goals are not achievable. (Implementation Program CS-12.A)	I
<i>Gas and Electric</i>		
6. Development accommodated by the Draft General Plan would neither substantially increase overall per capita energy consumption nor substantially increase reliance on natural gas and oil. (I)	Require new developments to support mass transit and alternative modes of transportation (LU-5.3 and NR-5.1) Encourage on-site mixed uses for commercial properties. (LU-5.7) Encourage energy conservation and efficiency in land use patterns and improvement programs that reduce demand from power-generating facilities. (NR-5.2, NR-5.3, and Policy Resolution 27)	I
7. Development accommodated by the Draft General Plan would not adversely affect local and regional energy supplies. (I)	Please refer to Impact 6 (above) for mitigation measures.	I

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Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Community Services and Utilities (continued)		
<i>Public Facilities</i>		
8. Development accommodated by the Draft General Plan would increase the need for public facilities (new schools, libraries, corporation yards, public administration buildings) and the need for active recreational sites (parks). Potential impacts related to the construction and operation of public facilities are too speculative to assess at this time; potential impacts related to the construction and operation of parks were evaluated in a certified EIR on the City's Parks and Recreation Element in 1993. (I)	NR	I
9. Implementation of the proposed City trail system has the potential to cause indirect impacts to sensitive biological resources such as soil erosion and downstream sedimentation, excessive noise and lighting, and human encroachment. However, the design and location of proposed public trails would be consistent with resource preservation policies contained in the Draft General Plan and would keep potential impacts at less than significant levels. (I)	Protect riparian habitats from incompatible uses and activities. (NR-1.1) Control access to riparian habitats on public lands and locate parks, trails, and overlooks adjacent to areas protected from development. (NR-1.8 and PR-3.4) Utilize low-level lighting in parking areas. (Policy Resolution 27)	I
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Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Cultural Resources		
1. Development accommodated by the Draft General Plan may result in the unearthing of, and possible disturbance to, subsurface historic structures and archaeological sites. (I)	Enforce existing laws which mandate protecting, preserving, and identifying historic sites. Require investigations of potentially sensitive archeological areas when it appears that prehistoric resources may be affected. (HR-6.1 and HR-6.2.) Continue to enforce state mandates regarding discovery of archeological remains during construction. (Policy Resolution 27)	I
2. Development accommodated by the Draft General Plan would not result in impacts to historic properties within the City. (I)	Identify historic structures and resources for preservation. (HR-1.2, HR-1.3, and Implementation Program HR-1.N) Establish procedures and develop legislative/economic incentives as alternatives to demolition. (HR-1.10 and Implementation Programs HR-1.G) Adopt and implement rehabilitation guidelines in historic areas. (HR-1.6 and Implementation Program HR-1.M) Preserve historic properties and maintain the distinction of historic neighborhoods as it relates to the rest of the City. (LU-1.1, LU-1.4, LU-4.1, and Implementation Program LU-10.B)	I
3. The Draft General Plan provides for the identification and preservation of significant cultural and historical resources within the RUL. This preservation program will help to foster appreciation for the City's cultural heritage and significant historical and cultural resources. (B)	NR	B

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Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Visual Resources		
1. The Draft General Plan would ensure the preservation and enhancement of the visual character of existing urban uses in the RUL by imposing design standards on infill development. (I)	<p>Require new development to be consistent with the existing neighborhood typology. (LU-4.1, LU-4.5, and LU-1.2)</p> <p>Require design guidelines regarding placement, scale, massing, and parking areas for new commercial developments. (Implementation Program LU-5.A)</p> <p>Develop commercial and office area standards. (Implementation Program LU-5.B)</p> <p>Ensure that new development is designed and operated to minimize adverse visual characteristics. (LU-7.4)</p> <p>Integrate development with the City's natural environment while protecting significant species of flora and fauna. (LU-9.1, NR-1.7, and Implementation Programs NR-1.A, NR-1.B, and NR-1.C)</p> <p>In addition, Policy Resolution 27 imposes standard mitigations related to lighting, landscaping, and signage.</p>	I
2. The Napa General Plan would enhance the visual setting in the downtown area, along key gateways, scenic corridors, crucial corridors, and major roadways in the City. (B)	NR	B
3. The proposed expansion of the RUL would not detract from the region's scenic resources. (I)	NR	I
4. The Draft General Plan protects the scenic resources, especially the vineyards, that dominate the visual landscape. (B)	NR	B
5. The Draft General Plan is consistent with the Napa County General Plan's Scenic Highways Element regarding Scenic Highways. (I)	<p>Improve the scenic character of the roadways through landscaping, utility undergrounding, street tree planting, and other improvements. (LU-1.6, LU-5.2, and LU-5.8)</p>	I

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Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Biological Resources		
1. One endangered plant species (Contra Costa goldfields) and one rare plant species (Mason's lilaeopsis) are known to exist in areas proposed for urban development, and other sensitive species, such as the California red-legged frog, may occur in proposed development areas. However, existing federal and state laws and proposed policies in the Draft General Plan could avoid or minimize disturbance to these species to an insignificant level. (I)	Maintain information about the location of rare, endangered and threatened species. (NR-2.1) Refer development proposals regarding sensitive plants and species to state and federal agencies. (NR-2.3) Protect and restore riparian and onsite habitat. (NR-1.1, NR-1.2, NR-1.4, NR-1.6, and NR-1.8)	I
2. Sensitive salt marsh species, including federal and state-listed endangered species, could be disturbed by development activity in the southern portion of the Stanly Ranch Planning Area. Policies and implementation programs contained in the Draft General Plan acknowledge these potential impacts and would serve to avoid or reduce the effects to an insignificant level. (I)	Apply special development standards to wetlands and critical wildlife habitat. (LU-9.2) Review and modify existing regulations regarding conservation and management of habitats. (Implementation Program NR-1.A) Refer development proposals regarding salt marshes to state and federal agencies. (NR-2.3) Please refer to impact 1 (above) for additional mitigation measures.	I
3. Environmentally sensitive sites could be impacted by nearby development. However, proposed policies in the Draft General Plan would serve to avoid or reduce these effects to an insignificant level. (I)	Provide alternative land use standards that integrate urban and environmental habitats. (LU 9.1) Maintain remaining wildlife corridors. (LU-9.3) Promote special development standards and encourage the maintenance of natural communities. (LU-9.4 and LU-9.5)	I
4. Native terrestrial vegetation and habitats within the RUL could be damaged or eliminated by development. However, proposed policies in the Draft General Plan would serve to avoid or reduce these effects to an insignificant level. (I)	Encourage the planting of native plant species in natural habitats. (NR-1.3) Require development to provide significant onsite protection of natural habitat. (NR-1.6 and NR-1.7)	I

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Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Geology, Soils and Seismicity		
1. Development accommodated by the Draft General Plan would be susceptible to potentially strong groundshaking from earthquakes. The Draft General Plan would, however, minimize these risks to an acceptable level. (I)	Discourage the siting of critical facilities from areas that are seismically unstable. (HS-1.2) Require new facilities to meet structural and seismic standards in hazardous areas. (HS-1.1, HS-1.3, HS-1.4, HS-1.6, and Policy Resolution 27)	I
2. Development accommodated by the Draft General Plan would be susceptible to liquefaction hazards. The Draft General Plan would, however, minimize these hazards to an acceptable level. (I)	Please refer to Impact 1 (above) for mitigation measures.	I
3. Development accommodated by the Draft General Plan and located on slopes 15 percent or greater would be exposed to risks of erosion and landslides. However, policies and implementation programs contained in the General Plan would reduce these risks to an insignificant level. (I)	Require erosion control plans and site investigations in high erosion and landslides areas. (HS-2.1, HS-2.4; Implementation Programs HS-2.A, HS-2.B, and HS-2.C; and Policy Resolution 27)	I
Hydrology		
1. Development accommodated by the Draft General Plan would occur within the 100-year floodplain of the Napa River. However, adherence to Federal Emergency Management (FEMA) regulations and participation in the National Flood Insurance Program would minimize potential flood hazards. (I)	Continue existing floodplain management programs. (HS-3.1, HS-3.3, and Policy Resolution 27) Continue coordination with US Army Corps of Engineers to develop a Napa River Flood Control project or develop other projects. (HS-3.7 and HS-3.9)	I
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Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Hydrology (continued)		
2. Development accommodated by the Draft General Plan would add minimal runoff volumes to the City's stormwater drainage system. (I)	Require new development to obtain NPDES permits, adhere to design standards for stormwater systems, and help finance necessary drainage improvements. (CS-11.2, CS-11.4, CS-11.5, CS-11.6, CS-11.7) Update Drainage Master Plan in order to prioritize and enhance the existing drainage system. (Implementation Program CS-11.A) In addition, Policy Resolution 27 contains standard mitigations related to minimizing water quality impacts from construction activities and storage of materials that could cause pollution.	I
3. Development accommodated by the Draft General Plan would not interfere with groundwater recharge. (I)	Require drainage and grading plan. (Policy Resolution 27)	I
4. Development accommodated by the Draft General Plan would not result in the destruction of natural drainageways. (I)	Protect riparian habitats from incompatible uses. (NR-1.1, NR-1.2, NR-1.3, NR-1.8 and Implementation Programs NR-1.A and NR-1.B) Review all projects that are within a 100 feet of a waterway in order to protect riparian and aquatic habitats. (NR-1.4 and Implementation Program NR-1.E) Regulate the speed of watercrafts to protect bank erosion and habitats. (Implementation Program NR-1.D)	I

Air Quality

1. The rate of increase in VMT associated with the General Plan would not exceed ABAG's projected rate of population increase. (I)	NR	I
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Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Air Quality (continued)		
2. The proposed General Plan contains policies and implementation measures that would implement the transportation control measures in the Clean Air Plan. (I)	<p>Establish 5 ft. bike lanes on both sides of all street at the collector level and above. (T-1.1)</p> <p>Develop and maintain a safe, integrated bicycle route network through residential neighborhoods and connecting to county lands. (T-6.1 through T-6.8 and T-8.1 and T-8.2, and Implementation Programs T-6.A through T-6.G, T-8.A, and T-8.B)</p> <p>Require the provision of bicycle racks and/or lockers for certain commercial and industrial projects. (T-7.1 and T-7.2 and Implementation Programs T-7.A and T-7.B)</p> <p>Require coordination between Napa Valley Unified School District and property owners to develop cost effective bicycle access to school sites. (T-9.8)</p> <p>Continue and expand the use of synchronized traffic signals on roadways susceptible to emissions improvement through approach control. (NR-5.6)</p> <p>Promote coordination of Napa transit services with inter-city and regional services and consolidate transit services to improve efficiency and improve commuter linkages to transit systems in other counties. (T-5.4 and T-5.5)</p> <p>Encourage employers to provide discount bus passes to employees to promote alternatives to single occupancy vehicles in commercial development. (T-5.12)</p> <p>Encourage developers to provide financial support to alternative commute modes and to provide carpool parking spaces. (T-5.13)</p> <p>Require new major development to support mass transit and alternative modes of transportation. (LU-5.3)</p> <p>Encourage developers of larger commercial projects to provide on-site mixed uses that would allow employees to make non-work related trips without use of their automobiles. (LU-5.7)</p> <p>Encourage land use patterns and management practices that conserve air and energy resources, such as mixed use development and provisions for local-serving commercial uses adjacent to neighborhoods. (NR-5.2)</p> <p>Encourage project designs that minimize direct and indirect air emissions. (NR-5.5)</p>	I

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Table S-1 (continued)
Proposed Project
Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Air Quality (continued)		
3. The Draft General Plan contains measures that would buffer residential development from sources of potential odors and/or toxic air contaminants. (I)	Require an agricultural setback between the agricultural lands and residential uses so that potential conflicts are minimized. (LU-3.2 and LU-3.3) Ensure that industrial uses are designed and operated to minimize dust and air emissions, among other nuisances. (LU-7.4)	I
Noise		
1. There would not be any new residential areas exposed to noise levels greater than 70 dBA CNEL from vehicular traffic. (I)	Reduce noise impacts, evaluate and modify designated truck routes, and continue to enforce state muffler laws. (HS-9.3, HS-9.12, and HS-9.5) Establish noise and design compatibility guidelines and an interior CNEL of 45 dB. (HS-9.1 and HS-9.13) Use CEQA as an enforcement mechanism. (HS-9.2) Encourage site planning and building alternatives that minimize noise impacts. (HS-9.7 and HS-9.14)	I
Public Health & Safety		
1. Hazardous materials and waste associated with development accommodated by the Draft General Plan would not pose a significant hazard to people or animal and plant populations within the RUL or adjacent areas. The proposed The Draft General Plan contains policies and implementation programs that would reduce potential hazardous waste and materials impacts to an insignificant level. (I)	Support the County's proposed Integrated Waste Management Plan and all of the County's jurisdictions. (HS-7.2 and HS-7.3) Reevaluate, modify, and implement changes to the short-term goals of the Household Hazardous Waste Element. (HS-7.1) Maintain and improve emergency preparedness and response. (HS-8.1 and HS-8.18) Ensure that industrial development is designed and operated to minimize hazardous materials. (LU-7.4)	I

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Chapter 1

Introduction

1.1 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) is prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, as amended, and in accordance with State and City of Napa implementing guidelines. An EIR is an informational document that enables the general public and decision-makers to evaluate the potential significant effects of a proposed project. It identifies and evaluates reasonable alternatives to the proposed project, and discusses feasible mitigation measures to avoid or reduce significant adverse effects. In so doing, an EIR provides useful insight to local and state decision-makers as they judge the merits of a proposed project.

The purpose of this EIR is to evaluate the environmental impacts of the adoption and implementation of the Draft Napa General Plan. Adoption of the General Plan by itself does not result in land development, additional traffic, or loss of natural resources; however, it enables such development or actions to occur. This EIR, therefore, addresses what may occur as a result of General Plan adoption. Because this EIR addresses a series of future actions, this EIR is a “program” EIR. The concept of a program EIR was incorporated into the CEQA Guidelines in recognition of the fact that many types of projects that require environmental review are approved over time in a series of actions. The Legislature and the state administrators of CEQA recognized that it would be inefficient to require a new environmental document at each stage of development unless that stage disclosed new facts or environmental considerations not previously studied or analyzed — in which case those additional effects would be addressed by an additional document. The program EIR allows decision-makers to consider broad policy alternatives and program-wide mitigation measures at a point when the City has greater flexibility to deal with basic problems or cumulative impacts. Notably, with a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the proposed project described in the program EIR, and little or no further environmental documentation may ~~would~~ be required. This EIR can also be considered a “first-tier” EIR. Tiering refers to the concept of a “multi-tiered” approach to preparing EIRs. The first-tier EIR would cover general issues in a broader program oriented analysis. Subsequent tiers would incorporate by reference the general discussion from the broader EIR, while primarily concentrating on the issues specific to the action being evaluated. Tiering is a method to streamline EIR preparation by allowing a lead agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe [Guidelines Section 15385]. Note, however, that project-specific environmental documents may be required.

When project-specific impacts are reviewed by the City, a set of standard mitigations is imposed according to the City of Napa CEQA implementing requirements (Policy Resolution 27). This set of standard mitigations is appropriate to consider as mitigations available for the General Plan. Policy Resolution 27 is included in this EIR in Appendix B.

1.2 APPROACH TO THE NAPA GENERAL PLAN EIR

Unlike a project-specific EIR for a new housing development or a retail center, a General Plan EIR does not document precise, location-specific impacts. The General Plan recommends, for example, a general land use pattern for a particular area of the City. It does not specify a precise number of houses, the parcelization pattern of proposed development, or their design. Consequently, the level of analysis is much less detailed for a General Plan EIR. The CEQA Guidelines state that “the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR” (Section 15146). More on point, the CEQA Guidelines note that:

An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption, or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow (Section 15146(b)).

In addition, the CEQA Guidelines recognize the desirability of reducing the size of EIRs. Accordingly, Section 15150 of Guidelines authorizes the use of incorporation by reference of any portion of relevant documents that provide general background to the EIR, provided that the incorporated documents are a matter of public record and are available for public review. A great deal of information has been compiled during the General Plan process that is required for the EIR and incorporated by reference. The incorporated documents include:

- Draft General Plan Policy Document, August 16, 1996; and
- Draft General Plan Background Report, September 1996.

These documents are available for review at the Napa City Planning Department, at 1600 First Street, P. O. Box 660, Napa, CA, 94559-0660. Table 1-1 identifies the requirements of an EIR and where in the incorporated documents and this Draft EIR these requirements are addressed.

1.3 ENVIRONMENTAL IMPACT REVIEW PROCESS

Private and public projects in California, including land development, are subject to environmental review under CEQA. The City of Napa is the designated “lead agency” responsible for the General Plan. The lead agency, according to CEQA, is the one public agency most responsible for carrying out and approving the proposed project.

In accordance with CEQA procedure requirements, a Notice of Preparation (NOP) informing public agencies of the City of Napa’s intent to prepare an EIR for the comprehensive update to its 1982 General Plan was submitted to the State Office of Planning and Research (OPR) on March 15, 1995. Comments on the NOP were received from three agencies: the State Regional Water Quality Control Board, the Metropolitan Transportation Commission, and the State Department of Transportation Office of Transportation Planning. Concerns expressed in these comments are addressed in this document. Copies of the NOP and the responses are reproduced in this Draft EIR as Appendix A.

The Draft EIR for the Draft City of Napa General Plan was formally released for public review on October 4, 1996, marking the beginning of a 45 day mandatory review period concluding on November 18th. In

response to requests made at the DEIR hearings the Planning Commission extended the review period to December 2, 1996, resulting in a total DEIR review period of 60 days.

On October 4, copies of the Draft EIR and other Draft General Plan Documents were sent to 30 organizations and local, state and federal agencies either directly or through the State Clearinghouse. Additional document sets were provided to local organizations such as the Chamber of Commerce, Board of Realtors etc. Fifteen sets of the Draft General Plan Documents and DEIR were submitted to the State Clearinghouse along with a notice of completion indicating the desired distribution for state agency review. A "Notice of Completion and Availability" of the Draft General Plan and DEIR documents were mailed to 409 individuals who had requested written notice of the General Plan availability and proceedings. A display ad was published in the local newspaper notifying the public of document availability and the public review and comment process. Copies of the Draft EIR and General Plan documents were made available for review at the City of Napa Planning Department and at the City/County Library. Copies were also provided for check-out or purchase at the Planning Department.

On November 18, 1996, a notice of extension of the public review period to December 2 was sent to all agencies and parties previously noticed as described above and another display ad regarding the extension was published in the local newspaper availability of Addenda #1 and #2 to the Policy Document was included in the notice and copies of the addenda were circulated to Agencies for comment. On November 25, the City published an additional notice in the newspaper regarding the availability of two Addenda to the General Plan Policy Document. It should be noted that the Addenda has been distributed to the Planning Commission and informally made available to the public in late October 1996.

Although not legally required by CEQA, during the public review period, the Planning Commission held hearings on October 17th and October 24, 1996, to receive input on the Draft EIR. Also during the public review period, the Planning Commission held six study sessions on the General Plan Documents. These study sessions were noticed and open to the public; and, in most cases, occurred as the last item on a regular Planning Commission Agenda.

By the close of the extended review period on December 2, 1996, the City had received 38 written communications. During the two public hearings on the Draft EIR held on October 17th and October 24th, the City received oral testimony from seven individuals. After the close of the public comment period on December 2nd, the City received three additional written communications. The communications and hearing record constituted a total of 344 separate comments, each requiring a written response.

Section 15088.5 of the *State CEQA Guidelines* requires recirculation of an EIR when significant new information is added to the EIR after the draft has been released for public review. While the City does not feel recirculation of the Draft General Plan EIR is required by the *CEQA Guidelines* in this case, the City has nonetheless revised and recirculated the Draft EIR to:

- Expand the background information concerning several categories of impacts
- Provide more detailed explanation of environmental conclusions
- Reexamine findings of significance for several impacts
- Provide an opportunity for public comment on this additional information.

The City believes recirculation will result in a more informed discussion of the General Plan and ultimately to a more complete set of general plan goals, policies, and implementation measures.

The Draft EIR has been revised in the following ways:

1. A verbatim copy of and a summary of all comments on the Draft General Plan and the Draft EIR during the public review period in the Fall of 1996 and a response to all comments have been added to the Draft EIR.
2. The project description has been revised to:
 - a. Adjust the RUL to include a 5 acre parcel at the northeast corner of Trancas and Silverado Trail and to designate it TC - Tourist Commercial. The subject parcel has been incorporated land under City's jurisdiction since March 1973 and is inside the City's Sphere of Influence.
 - b. Designate land outside the proposed RUL as "G" - Greenbelt. This represents a continuation of the designation in the existing General Plan.
 - c. Revise the General Plan to reflect the adoption of the Big Ranch Specific Plan in October 1996. These changes involve land use designations, circulation adjustments and minor text references to the status of the Big Ranch Specific Plan.
 - d. Eliminate the Sousa Lane roadway connection in the transportation project list.
3. The text of the Draft EIR has been revised to add or correct descriptive information based on comments on the Draft EIR.
4. Significance criteria for some types of impacts have been revised based on reconsideration and review of other related environmental documents.
5. Findings of Significance for several types of impacts have been revised based on reconsideration and review of other related environmental documents.

The Revised Draft EIR shows changes made to the October 2, 1996, Draft EIR through underline and strikeout.

This Revised Draft EIR is a public disclosure document and identifies the physical environmental effects of the Draft General Plan. Copies of this Revised Draft EIR were submitted to the State OPR, to local libraries, and the County, signaling the start of a 45-day public review and comment period. Comments on the Revised Draft EIR should focus on any shortcomings in the EIR (i.e., areas requiring further clarification or analysis) or any additional alternatives or mitigation measures that should be included. Readers are invited to submit written comments to:

John Yost, Planning Director
City of Napa, Planning Department
1600 First Street
Napa, CA 94559-0660

Table 1-1
Napa General Plan Documentation Satisfying EIR Requirements

EIR Requirement	Corresponding Document
Summary	See this Draft EIR, Summary.
Project Description	
<ul style="list-style-type: none"> Project location and boundaries 	Refer to the Draft General Plan, Chapter 1, “Regional Setting” and Figure 1; Figures LU1, LU2, and LU3 of the Background Report; and Draft EIR, Sections 2.1-2.3.
<ul style="list-style-type: none"> Project objectives 	Refer to the Draft General Plan, Chapter 1, “Major General Plan Themes;” and Draft EIR, Table 2-1.
<ul style="list-style-type: none"> General project description 	Refer to the Draft General Plan, Chapter 1, “Purpose and Nature of the General Plan;” and Draft EIR, Section 2.4.
<ul style="list-style-type: none"> Intended uses of the EIR 	Refer to this Draft EIR, Section 1.4.
Environmental Setting	
<ul style="list-style-type: none"> Existing conditions 	Refer to the Draft General Plan, Chapter 1, “Napa General Plan Context” and “Environmental Constraints;” and Background Report.
<ul style="list-style-type: none"> Regional setting/unique resources 	Refer to the same documents identified above for existing conditions.
<ul style="list-style-type: none"> Consistency with applicable plans 	Refer to this Draft EIR, Chapter 3.
Environmental Impact	
<ul style="list-style-type: none"> Significant environmental effects 	Refer to this Draft EIR, Chapter 3.
<ul style="list-style-type: none"> Unavoidable adverse effects 	Refer to this Draft EIR, Chapter 3 and Section 4.2.
<ul style="list-style-type: none"> Mitigation measures 	Refer to this Draft EIR, Chapter 3.
Alternatives	
<ul style="list-style-type: none"> Others considered but rejected 	Refer to this Draft EIR, Chapter 5 and Futures Report.
<ul style="list-style-type: none"> No project 	Refer to this Draft EIR, Chapter 5.
<ul style="list-style-type: none"> Environmentally superior alternative 	Refer to this Draft EIR, Chapter 5.
<ul style="list-style-type: none"> Other feasible alternatives 	Refer to this Draft EIR, Chapter 5.
Significant Irreversible Environmental Changes	Refer to this Draft EIR, Section 4.5.
Growth-Inducing Impacts	Refer to this Draft EIR, Section 4.3.
Effects Found Not to be Significant	Refer to this Draft EIR, Section 4.2.
Organizations and Persons Consulted	Refer to all previous documentation; also, refer to this Draft EIR, Chapter 6.
Cumulative Impacts	Refer to this Draft EIR, Section 4.4.

Public hearings will be scheduled to receive oral and written testimony on the Revised Draft EIR. The hearing dates will be announced in local newspapers. Following the close of the public review and comment period (45 days), responses will be prepared to address all substantive comments on the Revised Draft EIR. These responses along with the Revised Draft EIR will constitute the Final EIR.

The Napa City Council must certify that the EIR is adequate and complies with the requirements of CEQA before the General Plan can be adopted. If the EIR identifies one or more significant impacts of the proposed project, the lead agency must make specific findings for each of the significant effects. Possible findings may acknowledge that changes have been incorporated into the project to avoid or substantially lessen the significant impact; that such changes are within the jurisdiction of another agency; or that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

1.4 USE OF THIS DOCUMENT

This EIR is being prepared to meet the mandates of CEQA by providing full public disclosure of the proposed project's potential environmental effects. This document will be used by various public agencies and citizens to evaluate the ability of the proposed project to satisfactorily address potential environmental impacts and to meet permitting requirements and community standards.

The following key local agencies and governing bodies will use this EIR in their reviews of the proposed project.

- The Napa City Council will evaluate the EIR to understand the environmental implications of adopting the General Plan, referred to as *Envision Napa 2020*. The City Council must adopt findings that the EIR conforms with CEQA when certifying the EIR.
- Napa County will evaluate the EIR to understand the environmental impacts of the proposed land use changes in the unincorporated portion of the Rural Urban Limit. ~~As a responsible agency,~~ The County will comment on the environmental impacts of the General Plan on lands within its jurisdiction, as well as on assumptions used by the City regarding County provision of services and protection of natural resources.
- The Airport Land Use Commission will evaluate the EIR to understand the relationship of the General Plan with the Napa County Airport Master Plan and impacts on current and future airport operations.
- The Napa County Congestion Management Authority will evaluate the EIR to understand potential traffic impacts on major County roadways resulting from development permitted by the City of Napa General Plan.

In addition, the City will distribute this document to all responsible agencies (i.e., public agencies other than the lead agency which have discretionary review over the project). These agencies, include state entities such as the Regional Water Quality Control Board, the Bay Area Air Quality Management District, and the State Department of Transportation, as well as local/regional entities such as the Napa Sanitation District, the Local Agency Formation Commission, and the Association of Bay Area

Governments. Each of the agencies will review the Napa General Plan and this Draft EIR to determine the project's consistency and effects on each agency's mission, plans, and programs.

Chapter 2

Project Description

2.1 PROJECT BACKGROUND

Pursuant to State Government Code Section 65300, every city in California must prepare and adopt “a comprehensive, long-term General Plan for the physical development” of the community. A general plan must address seven specific issues under State law: Land Use, Circulation, Housing, Conservation, Open Space, Safety, and Noise. Other elements may be included as deemed appropriate by the jurisdiction. The City of Napa General Plan, last fully updated in 1982, includes the seven mandatory elements, as well as optional elements for Scenic Highways, Historic Preservation, and Parks and Recreation. The City has now prepared a comprehensive revision of the 1982 General Plan. The revised plan, including updated policies and implementation programs, is the “proposed project” being evaluated in this EIR.

2.2 PROJECT LOCATION

The City of Napa is located along the Napa River in the southern portion of the Napa Valley, 52 miles northeast of San Francisco and 61 miles southwest of Sacramento (Figure 2-1). Most of the City is on relatively level terrain, except the eastern and western edges which extend into brush and oak-covered foothills. The City abuts agricultural lands, predominantly vineyards, to the north. To the south lie agricultural and marsh lands and the Napa County Airport. Regional access to Napa is primarily via State Highways 12, 29, 121, and 221 which connect with interstates to the south and north.

2.3 PROJECT AREA

The incorporated area of Napa is slightly less than 18.2 square miles. The Napa sphere of influence (SOI) includes incorporated City lands plus unincorporated lands that may be considered for future annexation by the City of Napa. Slightly larger and encompassing the SOI is the City’s Rural Urban Limit (RUL), which delineates Napa’s urban growth boundary. Growth projections and urban development policies in the proposed General Plan are for the area within this RUL. The RUL has been subdivided into 12 planning areas for data collection and planning analyses. The area within the RUL, shown in Figure 2-2, is the project area for this EIR.

2.4 PROJECT CHARACTERISTICS

The City of Napa is proposing a comprehensive update of the 1982 General Plan (last updated in 1986). The Draft General Plan, called *Envision Napa 2020*, consists of two documents: the Draft Policy Document and the Draft Background Report. The Draft Policy Document features goals, policies, and implementation programs for each of the General Plan elements. The Draft Background Report describes existing land use, environmental, social, and demographic conditions that supplement and expand the documentation of the environmental setting for this EIR and that respond to data requirements of State planning law. The major themes and ideas of the Draft General Plan are presented below.



City of Napa General Plan

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Figure 2-1

Regional Location of Project Site



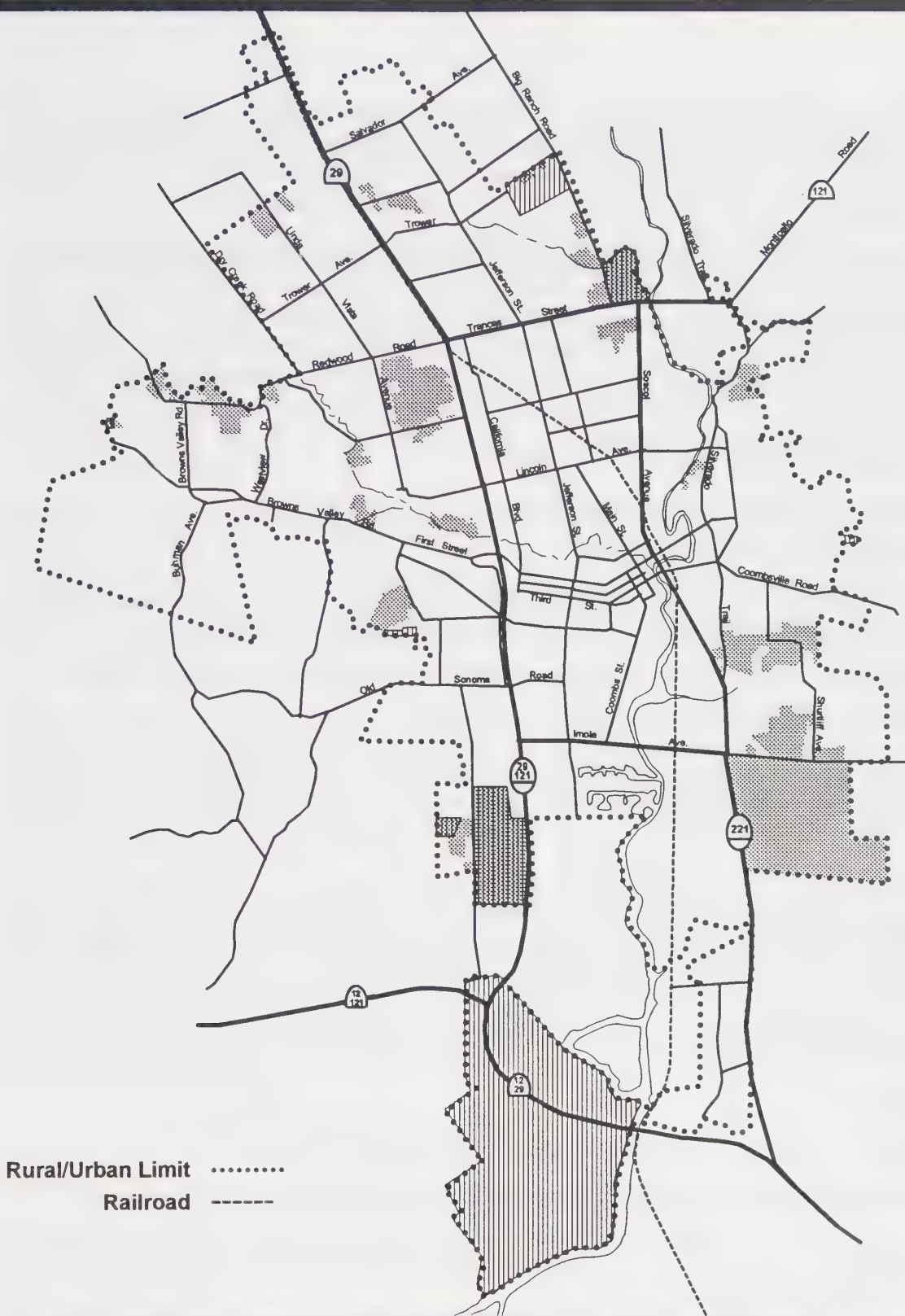
Legend:

-  **Watercourse**
-  **Urban Area**
-  **Roadway**

envision



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Rural/Urban Limit
 Railroad -----

City of Napa

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Figure 2-2

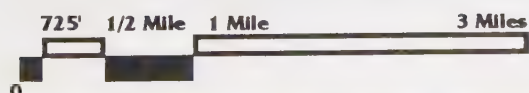
Project Area and Rural Urban Limit



Parcels located outside of the Sphere of Influence



County Parcels within the RUL



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General Plan Goals and Policy Framework

Project Objectives

The goals of the Draft General Plan were derived from six central planning themes identified during the City's two-year community outreach process. These goals largely affirm past themes, while adding new concepts appropriate to a more mature, developed City. Many of the themes have been articulated as public policy for decades and continue to guide the City's evolving urban pattern. The major themes of the General Plan are maintaining the physical and social qualities of Napa within an economically healthy and self-sufficient community.

1. Contain growth within the Rural Urban Limit Line.
2. Conserve the character of existing neighborhoods.
3. Improve the City's jobs/housing balance.
4. Recognize the fragility of Napa's precious natural resources and focus protection on wetlands, other scarce habitats, hillsides and agricultural lands adjacent to but outside the RUL.
5. Promote a sustainable economy: a healthy economy with jobs that "fit" the needs of residents.
6. Maintain a vital and healthy Downtown.
7. Consider the environmental and financial costs of flood control along the Napa River and encourage appropriate development.

Key Project Goals

The Draft General Plan's goals are based on goal statements developed by the groups and individuals who participated in the General Plan update visioning process. They describe the kind of city Napa should both remain and aspire to become. Key goals are highlighted in Table 2-1.

Key Implementation Strategies

Growth Management

The Draft General Plan is based in part on a three part growth management strategy featuring:

1. A **confined city policy** implemented through continued reliance on the Rural Urban Limit.
2. A **context sensitive residential development policy** aimed at preserving the physical aspects of "neighborhood character." This approach could best be implemented through adoption of residential design guidelines.
3. A **development pacing or staging system** to ensure the rate of growth does not exhaust the city's remaining residential land supply before the end of the planning period (i.e., 2020).

A "confined city" strategy (i.e., planning for only as much population and employment as can be comfortably accommodated within the 18.2-square-mile RUL) would ensure the City retains a defined urban area surrounded by a permanent greenbelt of open space. In fact, proposed changes to the RUL are

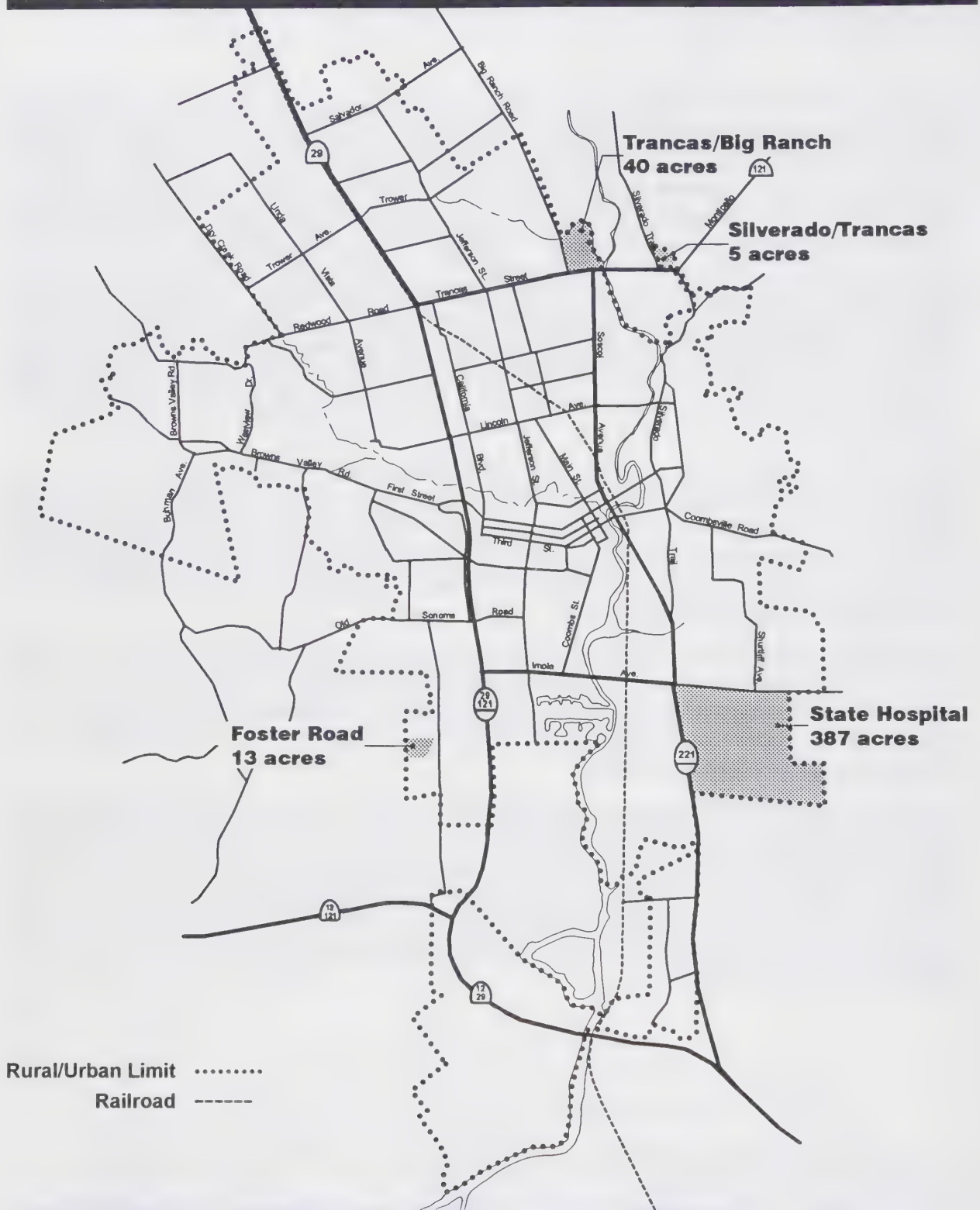
limited to ~~three-four~~ areas, described below and shown on Figure 2-3. The first area, the Napa State Hospital, ~~has been part of the City's SOI for over 15 years.~~ This site, located adjacent to the River East Planning Area, totals approximately 387 acres. A second expansion area, approximately 40 acres, is at the northeast corner of the Big Ranch Road/Trancas Street intersection. This area is located next to the City's SOI and the Vintage Planning Area. The third area proposed for inclusion in the RUL is an approximately 13-acre site west of Foster Road in the Westwood Planning Area, also outside the City's SOI.

State Hospital: This 387 acre area is the largest area to be added to the RUL and is already within the City's Sphere of Influence, within the service boundary of the Napa Sanitation District and is served by City water. The institutional development on the property is urban in nature and inclusion in the RUL will enable improved coordination for City services (including fire and police) in the future. The Draft General Plan does not assign any new development potential to the State Hospital and assumes that it will continue as an institutional facility.

Foster Road Parcel: This 13 acre parcel of vacant land is outside of the Sphere of Influence but is bordered by incorporated land on the north, east and south sides. City services are available and the construction or extension of major facilities will not be required to serve the potential low density residential development that is projected to occur there. The RUL and SOI currently create a conspicuous notch excluding this parcel and the proposed adjustment will create a more sensible edge (roughly along the watershed line) between urban and rural uses.

Trancas/Big Ranch: The current RUL boundary between the land on the northeast corner of Big Ranch Road and Trancas Street and the City is the center line of the roadways. The proposed adjustment will place the RUL along the Salvador Channel and its mature line of riparian vegetation which is a better defined, natural boundary and buffer between urban and rural development. This adjustment will encompass an approximately 40-acre site.

Trancas/Silverado Trail: This vacant approximately 5-acre site is located at the northeast corner of Trancas and Silverado Trail. This parcel has been incorporated land under the City's jurisdiction since 1973; it falls within Napa's Sphere of Influence; but it is outside Napa Sanitation District's Service Boundary. As a result of a lawsuit that followed a complex documentation process involving adjacent land, a superior court decision re-confirmed that this property is part of the City of Napa. Placing the RUL around this parcel allows for the RUL policies for properties adjacent to agricultural and open space lands to be applied to development of this parcel.



City of Napa

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Figure 2-3

RUL Adjustment Areas



RUL Adjusted Areas



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Table 2-1
City of Napa General Plan Goals

Land Use Goals

- LU-1:** To maintain and enhance Napa's small-town qualities and unique community identity.
- LU-2:** To maintain the Rural Urban Limit (RUL) to contain urban development and support Napa County's agricultural and other resource uses.
- LU-3:** To maintain an even rate of development within the RUL over the time frame of the General Plan.
- LU-4:** To preserve and enhance the residential character of existing neighborhoods and provide for new residential development consistent with the city's character and urban form.
- LU-5:** To encourage attractive, well-located commercial development to serve the needs of Napa residents, workers, and visitors.
- LU-6:** To improve the vitality and character of downtown through planning, design, business-community partnerships, and City programs and projects that encourage a variety of social, entertainment, cultural, retail, administrative, and government uses.
- LU-7:** To achieve diverse industrial opportunities in suitable locations to provide employment for Napa residents and promote economic growth in the city.
- LU-8:** To promote the development of projects with a mix of uses to reduce the need for automotive travel and improve their vitality.
- LU-9:** An urban pattern that recognizes the opportunities and constraints presented by the environmental setting and includes accessible natural amenities - including hills, watercourses, and wetlands - benefiting city residents, workers and visitors.
- LU-10:** To create a balanced economy by encouraging partnerships with the business community and encouraging a diverse economy.

Housing Goals

- H-1:** To provide a sufficient number of affordable housing units to meet the needs of Napa residents and provide a fair share of the market area housing needs and attempt to achieve ABAG housing needs figures for the state-mandated time frame of the Housing Element period.
- H-2:** To ensure increased energy self-sufficiency through use of energy conservation measures in all homes, including low-and moderate-income housing.
- H-3:** To ensure that the quality, safety, affordability and livability of the housing stock in the City of Napa is continually maintained or upgraded and that dilapidated housing which cannot be improved is replaced.

Table 2-1 (continued)
City of Napa General Plan Goals

H-4: To retain and conserve the existing supply of high quality housing affordable to low and moderate income households.

H-5: To insure that housing programs maximize choice, avoid economic segregation, and avoid discrimination based on age, sex, race and ethnic background.

H-6: To ensure that the goals, implementation measures and specific housing programs in this document are pursued within the established time frame, and continue to be compatible with other elements of the General Plan.

Transportation Goals

T-1: To provide for extension and improvement of the city's roadway system to ensure the safe and efficient movement of people and goods.

T-2: To maintain an adequate road system that is attractive and provides for efficient movement of people, goods, and services within the city, and adequate connections to the region and state.

T-3: To maintain acceptable traffic flow along Napa's crucial corridors.

T-4: To protect residential neighborhoods from high-volume and high-speed traffic and its effects.

T-5: To develop and maintain an efficient and convenient transit system providing alternatives to the use of the personal automobile to residents, workers and visitors within the city, with connections to Napa County and the region.

T-6: To develop and maintain a safe, integrated bicycle route network for residents and visitors, connecting key destinations to neighborhoods, neighborhoods to each other, and the city of Napa to the county.

T-7: To develop and maintain bicycle support facilities in appropriate locations to encourage the use of bicycle travel in Napa.

T-8: To improve bicycle safety in promoting the use of bicycle travel in the city.

T-9: To provide an interconnected pedestrian network providing safe access between residential areas, public uses, shopping, and employment centers, with special attention to a high quality downtown pedestrian environment with links to neighborhoods.

T-10: To provide convenient access for residents and businesses to a variety of modes of transportation.

Table 2-1 (continued)
City of Napa General Plan Goals

Community Services Goals

CS-1: To ensure the timely development of public facilities and the maintenance of adequate service levels for these facilities to meet the needs of existing and future city residents.

CS-2: To ensure community order and public safety in Napa.

CS-3: To maintain an adequate police force to ensure a safe and secure community.

CS-4: To reduce and prevent crime through the use of community-oriented education and involvement programs.

CS-5: To provide emergency fire suppression services to protect life and property within the city.

CS-6: To prevent fires and maintain safe neighborhood conditions through the use of community-oriented educational and involvement programs.

CS-7: To provide emergency medical services adequate to meet the call demands within the city.

CS-8: To provide for the educational needs of all Napa residents.

CS-9: To ensure adequate, reliable, and safe water supplies to the community, even through drought periods of similar intensity as the 1986-1992 drought.

CS-10: To ensure adequate wastewater collection and treatment and the safe disposal of wastes.

CS-11: To develop and maintain a safe, attractive and environmentally sensitive drainage system for handling runoff due to seasonal rainstorms.

CS-12: To provide for safe and environmentally sound municipal waste reduction and recycling programs that will allow the city to attain the requirements of AB 939.

Parks and Recreation Goals

PR-1: To develop a system of well-maintained and fully improved local and citywide serving parks and recreation facilities which meet the needs of the residents of Napa.

PR-2: To provide an adequate and diverse source for developing and maintaining parks and recreational facilities.

PR-3: To develop and maintain an open space and parks system which protects and reinforces the natural and historic character of the city and region, and which is consistent with conservation goals.

PR-4: To maintain a diverse range of publicly available recreation and leisure programs and community centers which serve the needs of all sectors of Napa's population, including youth, adult, and senior activities.

Table 2-1 (continued)
City of Napa General Plan Goals

PR-5: To develop a comprehensive system of trails for bicycle and pedestrian traffic both within the existing urbanized area and connecting to surrounding County areas.

PR-6: To develop a major public multi-use trail and amenities along the Napa River, while protecting and enhancing the natural resources along the trail corridor.

PR-7: To recognize the importance of cultural activities as an integral factor in sustaining the community's high quality of life.

Historic Resources Goals

HR-1: To preserve and maintain sites, buildings, and landscapes that serve as significant, visible reminders of the city's social, architectural, and agricultural history.

HR-2: To encourage owners of historic resources to preserve or upgrade historic properties by improving their economic viability.

HR-3: To promote community awareness and appreciation of Napa's history and architecture.

HR-4: To achieve a vital downtown that reflects its historic urban form and setting, offering a mix of old and new buildings.

HR-5: To maintain historic neighborhoods that provide a diverse mix of housing types and services to meet the needs of families and build a sense of community.

HR-6: To preserve important archaeological resources.

Natural Resources Goals

NR-1: To manage the natural resources and open space areas in and around the city to preserve and enhance plant and wildlife habitats.

NR-2: To recognize and support the preservation of rare, endangered and threatened species and of other unique and fragile biological environments.

NR-3: To educate and involve the public in the stewardship of the area's natural resources.

NR-4: To protect and enhance surface water and ground water quality.

NR-5: To maintain acceptable levels of air quality in Napa.

Health and Safety Goals

HS-1: To minimize the risk to life and property from seismic activity.

HS-2: To minimize the hazards to people and property caused by soil erosion and landslides.

HS-3: To reduce the risk to life and property from flooding.

Table 2-1 (continued)
City of Napa General Plan Goals

HS-4: To protect life and property in the City of Napa from the hazard of inundation by flood waters resulting from the failure of water supply reservoir dams.

HS-5: To reduce the risk of life and property from wildland fires.

HS-6: To protect development from hazards due to aircraft.

HS-7: To reduce the risks to health and safety from hazardous wastes.

HS-8: A community that is informed and educated about natural hazards and safety procedures, and which participates in County emergency response efforts.

HS-9: To protect Napa's residents, workers and visitors from the deleterious effects of noise.

Administration Goals

A-1: To provide for the ongoing administration and implementation of the General Plan.

A-2: To ensure that any expansions of the RUL are consistent with City and County goals for environmental protection and growth management.

Source: City of Napa General Plan Update, Draft Policy Document, August 1996.

Given that the City's physical size would remain relatively static, the housing growth rate would slow as land supply continued to diminish. As a result, City population would be expected to reach 81,100 by the year 2020.

A proposed development monitoring program would provide important feedback regarding implementation of the new General Plan. Development monitoring would track the relationship between new housing stock, household incomes, and public service availability. The plan is based on ensuring that adequate infrastructure and services can be made available in a timely manner and on maintaining balanced growth between jobs and housing.

Self-Mitigating Policies

The Draft General Plan has been designed to be a self-mitigating plan; that is, the plan promotes a land use pattern and contains policy statements to mitigate environmental impacts that might otherwise be expected with growth and land development. Potential limitations to development, which were identified in the Background Report, include sensitive biological resources, prime agricultural soils, geotechnical hazards, excessive noise exposure areas, and flood/inundation areas. Policies to mitigate these development constraints address preserving Napa's natural resources, protecting the public and property from natural and man-made hazards, and attaining desired service levels. These mitigation policies apply regardless of the land use pattern and intensity. In this EIR, these policies are acknowledged as mitigation measures included in the proposed project, and, as part of the project, would serve to help avoid potential impacts.

Environmental Protection

The Draft General Plan acknowledges that Napa's beautiful natural environment leaves a lasting impression on residents and visitors. This environment includes the area's vineyards and wineries, hillsides and open grasslands, marshlands along the Napa River, and the River itself. To afford continued protection to these resources, the plan recommends that:

- new development and redevelopment enhance connections between the built and natural environment;
- the Napa River serve as a natural corridor and recreational spine connecting neighborhoods and providing a focus for downtown;
- open space resources including agriculture, the hills, water courses, wetlands, and views of the natural environment be preserved; and
- an array of protected natural amenities both within and beyond the confines of the City be accessible.

General Plan Land Use Designations

The proposed General Plan Land Use Map consists of 12 separate maps detailing land use in each of the City's planning areas (please refer to Chapter 1, Land Use, of the Draft Policy Document for the land use maps). The maps apply 14 land use designations (Table 2-2) to the land area *within* the RUL. Within these major land use categories, areas are further divided into smaller geographic units, or "pods," that specifically define the density and intensity of future development based on the character of the surrounding neighborhood. The four residential designations prescribe the neighborhood pattern that will be retained or encouraged in each area. To accomplish this, the residential typologies (shown in Appendix B of the Draft Policy Document) identify the architectural and urban pattern characteristic of each neighborhood and promote new residential development consistent with these attributes. The commercial and industrial designations focus on the provision of adequate lands for commerce and industry. Four other land use designations provide for unique community needs (e.g., downtown commercial, mixed uses, public services and recreation). ~~or recognize the need for more detailed area planning (Big Ranch Specific Plan).~~ Land outside the RUL is designated Greenbelt. Together, the land use designations provide opportunities for continuing development in a balanced community where residents have opportunities to both live and work, while having access to recreation, cultural, and open space amenities.

Economic Development

In the next 15 years, Napa is expected to rebound from the recession more quickly and stronger than other counties and is projected to add jobs at a faster rate than it is projected to add new workers who live in Napa. In its efforts to foster this economic development and to reduce the amount of commuting to and from the city, the Draft General Plan calls for attraction of higher paying technical and professional jobs, encouragement to business sectors that contribute significantly to the City's fiscal health (such as Auto Row), strengthening the physical connection between Downtown and Old Town and the Center for Wine, Food and the Arts, and promotion of the Downtown as a 24-hour destination, serving as a key element of the City's tourist economy as well as the City's regional/local retail and administrative center.

Table 2-2
General Plan Land Use Designations

Residential Dominant Districts

SFR - Single Family Residential *(Generally 0-7 units per net acre)*

This designation provides for detached single family homes, secondary residential units, planned unit and cluster developments, mobile homes, manufactured housing, and compatible uses such as day care and residential care facilities. Non-residential uses may also be allowed in appropriate locations at the discretion of the City, including bed-and-breakfast inns and public and quasi-public uses of an administrative, educational, recreational, religious, cultural communications, or public service nature.

SFI - Single Family Infill *(Generally 3-8 units per net acre)*

This designation provides for detached and attached single family homes, secondary residential units, planned unit and cluster developments, duplexes, triplexes, mobile homes, manufactured housing, and compatible uses such as day care and residential care facilities. Non-residential uses may also be allowed in appropriate locations at the discretion of the City, including bed-and-breakfast inns and public and quasi public uses of an administrative, educational, recreational, cultural, communications, or public service nature.

TRI - Traditional Residential *(Generally 2-8 units per net acre)*

This designation provides for detached and attached single family homes, secondary residential units, planned unit and cluster developments, duplexes, triplexes, manufactured housing, live-work housing, and similar compatible uses such as day care and larger group quarters (e.g., residential facilities and nursing homes). Non-residential uses may also be allowed in appropriate locations at the discretion of the City, including bed-and-breakfast inns and public and quasi-public uses of an administrative, educational, recreational, religious, cultural, communications, or public service nature.

MFR - Multi Family Residential *(Generally 10-40 units per net acre)*

Allowable uses include attached single family homes, multi-family units, single room occupancy facilities, live-work housing, and similar compatible uses such as day care and larger group quarters (e.g., residential facilities and nursing homes). Non-residential uses may also be allowed in appropriate locations at the discretion of the City, including bed-and-breakfast inns and public and quasi-public uses of an administrative, educational, recreational, religious, cultural, communications, or public service nature.

Commercial Dominant Districts

TC - Tourist Commercial *(FAR no greater than 1.0)*

This designation provides for commercial retail and service uses oriented toward tourists and other visitors to the community. The designation includes destination-resort hotels, motels, and their recreational amenities, such as golf courses, tennis courts, and their related clubs and facilities. This designation also includes community and visitor-serving retail commercial, entertainment, restaurants, service stations, and similar compatible uses. Visitor-serving retail uses which emphasize the historic role of the Napa Valley in viticulture, such as wineries and wine centers, are also permitted.

Table 2-2 (continued)
General Plan Land Use Designations

Commercial Dominant Districts continued)

LC - Local Commercial (*FAR no greater than 0.35*)

This designation provides for commercial uses serving the daily needs of nearby residential neighborhoods, including retail and service uses, restaurants, and banks. These developments are smaller in size and architectural scale and should not create significant impacts on surrounding residential neighborhoods.

CC - Community Commercial (*FAR no greater than 0.40*)

This designation provides for commercial area serving multiple neighborhoods or the entire community, including retail and service uses, restaurants, banks, entertainment, and offices. These areas should primarily be developed in shopping center configurations or as infill commercial uses in established community commercial areas.

BP - Business Professional (*FAR no greater than 0.40, except in the Central Planning Area where maximum is 0.50*)

This designation provides for commercial office uses oriented to provision of business and professional services. Intensive residential uses may be allowed at appropriate locations at a density range of 10 to 40 units per acre. This designation is meant to encourage concentrations of administrative and professional offices, public and quasi-public uses, and similar compatible uses, such as retail commercial oriented to the needs of the adjacent businesses. Office areas near the Queen of the Valley hospital are reserved for medical/dental offices, medical laboratories, pharmacies, and similar related uses.

Industrial Dominant Districts

CP - Corporate Park (*FAR no greater than 0.40*)

This designation provides for manufacturing, warehousing, office, public and quasi-public uses, and similar compatible uses in a campus-like setting. Intensive industrial uses may be located in CP-designated areas subject to the special design considerations and other criteria that may apply to a specific corporate park. Development in this designation shall have integrated design requirements including extensive landscaping and unifying design features.

LI - Light Industrial (*FAR no greater than 0.50*)

This designation provides for small scale, manufacturing, fabrication, packaging, storage, equipment repair, and similar related uses. Also included are construction and maintenance yards, trade and technical training facilities, utility plants, and recycling centers and similar facilities. Non-industrial uses may also be allowed in appropriate locations at the discretion of the City, including live-work units and child care centers.

Special Purpose Districts

DC - Downtown Commercial (*FAR no greater than 2.00*)

This designation applies to the city's historic commercial area and provides for retail, administrative and other offices, institutional, recreational, entertainment, arts and cultural uses, hotels, conference facilities, transportation and communication facilities, public and quasi-public uses, and similar and compatible uses. Higher density residential/commercial uses are also permitted. Residential uses should range from 10 to 40 units per acre.

Table 2-2 (continued)
General Plan Land Use Designations

Special Purpose Districts (continued)

MU - Mixed Use (*Generally 10-40 units per net acre; FAR no greater than 1.00*)

This designation provides for creative infill projects that include the functional integration of retail commercial, office, or light manufacturing space possible with attached dwelling units. Residential densities shall range from 10 to 40 units per net acre. This designation is also intended to allow, at appropriate locations, cultural and entertainment uses that complement and support the downtown.

~~BRSP—Big Ranch Specific Plan~~

~~This designation applies to the Big Ranch area. All development under this designation shall be approved pursuant to an adopted specific plan. When the specific plan is approved, the BRSP designation shall be replaced by other land use designations. Prior to adoption and implementation of a specific plan, existing uses may be continued but new development is subject to a comprehensive environmental review. The predominant use will be residential~~

PS - Public Serving (*FAR no greater than 0.40*)

~~This designation provides for public and quasi-public sites dedicated to unique community-serving purposes, such as fire and police stations, utility substations, secondary and middle schools, colleges, courts, jails, hospitals, major public utilities, and transportation facilities government offices and related community service facilities, city-wide and community parklands, public schools of all levels and private schools with a significant enrollment, and public health facilities. This designation is also used to identify large tracts of privately owned undeveloped land with significant environmental limitations to development.~~

~~This designation provides for public and quasi-public sites dedicated to unique community-serving purposes, such as fire and police stations, utility substations, secondary and middle schools, colleges, courts, jails, hospitals, major public utilities, and transportation facilities. This designation also provides for major parks and large areas of open space in private ownership. These lands may be subject to deed restrictions which will maintain the land as open space. Lands with this designation may be used for outdoor recreation purposes, such as trails, nature study areas, environmental education centers, and related uses.~~

G - Greenbelt

This designation is applied to specific lands outside of the RUL that bear a relationship to the City's planning policies. Greenbelt lands that surround the RUL are to remain in agricultural or very low density rural residential, public or institutional use. The plan seeks to maintain these areas by providing adequate land and development potential within the RUL to accommodate anticipated growth to the year 2020.

Source: City of Napa Planning Department

- 1) Residential building intensities are expressed in terms of the number of dwelling units allowed per net acre. Net acreage refers to the land area excluding streets and rights-of-way.
- 2) Commercial and industrial building intensities are expressed in terms of Floor Area Ratios (FARs), the ratio of the gross building square footage on a lot to the net square footage of the lot.

Growth Forecasts for the Year 2020

Under the Draft General Plan, a total of 34,938 dwelling units at buildout could potentially be accommodated in the RUL, or 7,840 units more than those existing in 1994. Table 2-3 presents growth projections by planning areas. (The planning areas are illustrated in Figure 2-3.) These figures are based on a residential capacity analysis method developed by the Citizen Advisory Committee formed in February 1992. The method of analysis, which blends site-specific and generalized land use analysis techniques, is described in Appendix C of the Draft Policy Document. At residential buildout, the RUL would accommodate a total population of approximately 81,100 (Table 2-4).

Additional commercial/industrial development in the RUL would support approximately 14,000 jobs, for a total of 42,700 jobs by the year 2020. These figures, as well as population and housing projections, are presented in Table 2-4.

Table 2-3
Future Residential Development in Napa RUL by Planning Area

Planning Area	Existing Dwelling Units ¹	Additional Dwelling Unit Potential	Total Build Out Dwelling Units	Percent Increase
Linda Vista	2,752	1,277	4,029	46
Vintage	3,189	1,611	4,800	51
Browns Valley	2,329	609	2,938	26
Pueblo	2,157	212	2,369	10
Beard	3,884	623	4,507	16
Alta Heights	1,406	296	1,702	21
Westwood	3,301	927	4,228	28
Central Napa	5,765	844	6,609	15
Soscol	121	108	229	89
Terrace-Shurtleff	2,193	733	2,926	33
River East	0	0	0	0
Stanly Ranch	1	600	601	60,000
SUBTOTAL ¹	26,784	7,495	34,279	28
TOTAL ²	27,098	7,840	34,938	29

Source: City of Napa Planning Department

1) Dwelling units located in residential land use categories only. Does not include residential uses in commercial and industrial land use categories or group homes.

2) Includes dwelling units in all land use categories.



Railroad -----

City of Napa General Plan

Plandelr.DS4

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Figure 2-4

Napa Planning Areas



- | | |
|------------------|-----------------------|
| 1. Linda Vista | 7. Westwood |
| 2. Vintage | 8. Central Napa |
| 3. Browns Valley | 9. Soscol |
| 4. Pueblo | 10. Terrace/Shurtliff |
| 5. Beard | 11. River East |
| 6. Alta Heights | 12. Stanly Ranch |



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.



Table 2-4
Napa RUL Population and Employment Projections

Theoretical Land Use Capacity	1995	2000	2010	2020
Total Population ¹	69,700	72,300	76,700	81,100
Household Population	66,900	69,300	74,200	78,600
Total Dwelling Units ²	27,400	28,400	30,300	32,000
Employed Residents	32,900	34,100	37,800	41,500
Total Jobs ³	31,100	33,620	38,200	42,700

Source: City of Napa Planning Department

1) Total Population includes household plus residents in group quarters; 2.55 persons per household

2) Four percent city-wide housing vacancy rate applied

3) Total jobs includes Napa State Hospital (sphere of influence)

Chapter 3

Environmental Analysis

3.1 INTRODUCTION

This chapter presents a comprehensive assessment of the environmental impacts associated with adoption of the Draft Napa General Plan. The environmental topics covered include those identified in the CEQA Environmental Checklist Form, such as land use, transportation, visual quality, biological resources, water resources and water quality, etc. For each environmental issue, this EIR contains three sections:

- **Existing Conditions** – This section summarizes existing baseline conditions for each environmental issue.
- **Significance Criteria** – This section defines thresholds which, if exceeded as a result of the proposed project, would result in significant or potentially significant impacts.
- **Environmental Analysis** – This section evaluates how the proposed project would affect baseline conditions and the magnitude of the change (or impact) relative to the significance criteria.

This EIR defines two types of impacts prior to the implementation of any recommended mitigation measures: significant and insignificant.

- Significant impacts include beneficial (B) and adverse (S) effects that exceed established or defined thresholds. For example, air emissions that exceed federal ambient air quality standards or elimination of a rare or endangered species habitat would be considered significant adverse impacts.
- Insignificant impacts (I) include beneficial and adverse effects that are noticeable but do not exceed established or defined thresholds. For example, changes in ambient noise levels of three decibels would be perceptible but would not represent a significant change in noise levels. ~~Similarly, if the wastewater service demands of a proposed project could be accommodated by the treatment plant, then the effect would be considered insignificant.~~

Each distinct impact discussion in the following sections is numbered and prefaced by an italicized impact statement that highlights the impact and the classification of the impact (i.e., S, I, or B). The discussion following each summary statement provides an analysis of the impact and a rationale for the significance classification.

Mitigation measures are presented after impacts that are classified as significant. These measures seek to minimize, alleviate or avoid significant adverse effects. Mitigation measures include policies and implementation programs already included in the Draft General Plan, standard mitigation measures contained in the City's Policy Resolution No. 27 which are required of all development projects proposed in the City, and additional measures recommended by City staff for consideration. In cases where the General Plan policies and implementation programs provide mitigation, they are identified using the same reference numbers as found in the Draft General Plan. Each mitigation measure is also numbered for easy reference. The numbering convention also links the mitigation to the impact it addresses. Thus, Mitigation Measure 2.1 refers to the first mitigation measure for Impact 2; Mitigation Measure 2.2; the second measure; etc. If the mitigation measures would not successfully minimize the effects to a less than significant level, the EIR classifies these impacts as "unavoidable significant" effects.

3.2 LAND USE

Existing Conditions

The City of Napa Rural Urban Limit (RUL) covers approximately 11,650 acres, encompassing primarily urban uses. In 1992, the City conducted a detailed land use and land availability inventory. Table 3.2-1 summarizes the existing land uses within the RUL. These land uses are generally described below.

Table 3.2-1
Existing (1992) Land Uses in the RUL

General Land Use	Acres	Percent of RUL
Residential	7,856	67 %
Commercial	963	8 %
Industrial	454	4 %
Parks/Public/Quasi-public	1,343	12%
Undeveloped/Agricultural	1,037	9 %
Total	11,653	100 %

Source: City of Napa Planning Department.

Residential Development

Of the City's 26,577 homes (1995), 62 percent are single family detached homes, 25 percent are multiple family units, 7 percent attached single family homes and another 5 percent are mobile homes. The city's housing stock ranges from the merchant mansions built in the late 1800's in the "Old Town" area near downtown; to the working class cottages of the early 1900's; to the traditional ranch-style subdivisions of the 1950's and 60's; to the large, custom homes of the 1990's. Multi-family housing is found in areas scattered through much of the city, with most concentrated along major streets such as Soscol and Freeway Drive. Mobile home parks are also found throughout the city as are a variety of residential care facilities for the elderly.

Approximately 5,000 multi-family dwelling units exist within the Planning Area. A considerable number of higher density units exist east of Franklin Street in the Central Napa Planning Area. In addition, medium density development consisting of duplexes and triplexes, many of which were converted from older single family homes, is relatively abundant in the northern portion of the Central Napa Planning Area. Land currently designated for residential uses totals approximately 7,856 acres, or 67 percent of land within the RUL.

Multi-family projects have recently been developed in the Westwood Planning Area south of Imola, north and south of First Street near SR 29, and along Soscol, Lincoln, Central, and Pueblo Avenues in the Beard Planning Area. A few multi-family projects and a mobile home park are located in the northern portion of the Vintage Planning Area and along Solano Avenue in the Pueblo Planning Area. In addition, the Alta Heights and Terrace Shurtleff Planning Areas include several areas where duplex and triplex housing is concentrated.

Commercial Development

In addition to the commercial activity in the Downtown, other significant general and tourist commercial areas are located along major arterials, including Trancas Street, Soscol Avenue, Lincoln Avenue, and Imola Avenue West. A mix of tourist and commercial uses can also be found along the east and west sides of the Napa River, from Lincoln Avenue to the north to Imola Avenue to the south. Commercial development along Jefferson Street is dominated by aging linear office/retail (i.e., strip commercial) uses. Commercial uses, including retail and service uses (medical and real estate offices, barber shops and the like) and various types of other commercial uses (wholesale, food processing, etc.), are designated for approximately 963 acres, or 8 percent of the land within the RUL.

Industrial Development

Most industrial development in Napa is in the southern part of the City, in or near the Napa Valley Corporate Park. Other major industrial and heavy commercial areas occupy land along the east and west sides of SR 29 south of First Street, and between Soscol Avenue and the Napa River. A light industrial area straddles the railroad tracks at California Boulevard near SR 29 and Trancas Street. Antiquated industrial and heavy commercial uses, which once included tanneries, are also located between the Napa River and Coombs Street near Spruce Street, and west of Soscol Avenue south of Lincoln Avenue. Approximately 454 acres, or 4 percent of the land within the RUL, is currently designated for industrial uses.

Parks and Public/Quasi Public

These areas include parks, City and County buildings, schools, transportation facilities, hospitals, and utilities and total approximately 1,343 acres, or 12 percent of City land.

City parks and recreation facilities are located throughout the City, with the larger citywide recreational areas found at the City boundaries to the west and south. Approximately 753 acres of parkland occur within the City and 588 acres are located with the RUL (Alston Park is outside the RUL). Existing regional parks in the City include Alston, Kennedy, Westwood Hills and Timber Hill parks. Four community parks, Century Oaks, Fuller, Garfield, and Las Flores, are located in the City, totaling approximately 46 acres. Neighborhood parks comprise the balance of parkland within the City.

Undeveloped and Agricultural Lands

Undeveloped land includes vacant and underutilized sites within the RUL, some of which may be marginally used for agriculture. When combined, this acreage totals approximately 1,037 acres. However, only about half is considered suitable for development due to environmental constraints.

The largest vacant and underused sites of this type are generally located on the periphery of the city, in areas such as Stanly Ranch, Foster Road, Big Ranch Road, Wyatt Road, and the Browns Valley hills. Smaller sites, generally less than one acre in size, are scattered throughout the city. Usable acreage does not include environmentally sensitive areas or waterbodies since those areas are generally not considered suitable for development. This reduces the amount of vacant, usable land to less than five percent of the total RUL.

Because the city is nearly built out, only a few large vacant sites remain within the RUL. When land in short-term agricultural use is factored in, several additional sites are added to the inventory of “vacant” lands potentially available for development. With the addition of agricultural and grazing lands within the RUL, a significant number of sites are considered underused (i.e., acreage parcels over one acre with at least one existing dwelling).

Overall, the city of Napa is occupied with primarily urban uses, although land used for agricultural production and grazing can be found to the south in the Stanly Ranch and Westwood Planning Areas. Elsewhere in the city, pockets of intensive, short-term agricultural use remain in the Vintage, Beard, and Terrace Shurtleff Planning Areas. The surrounding urban pattern generally precludes viable production on these randomly located parcels within the RUL.

Please see Chapter 1, Land Use, of the Draft General Plan Background Report for further discussion of specific land uses within the 12 planning areas of the RUL.

Impact Assessment and Mitigation

Significance Criteria

The proposed project would result in significant land use and planning impacts if the proposed uses:

- substantially alter the type or intensity of land use on a proposed site, causing it to be incompatible with surrounding land uses or the overall character of the surrounding neighborhoods;
- convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land pursuant to CEQA Guidelines, Appendix G (y); or
- conflict with applicable, adopted environmental plans and goals pursuant to CEQA Guidelines, Appendix G (a).

Regarding the second criterion, this EIR considers conversion of economically viable ~~important farmlands~~ prime agricultural land to non-agricultural uses as a significant effect. On the other hand, conversion of small agricultural plots not on prime agricultural soils when contiguous with urban development is considered ~~adverse but not~~ less than significant.

Environmental Analysis

1. *Future development in Napa would be compatible with existing development within the RUL. In addition, some existing development that is incompatible with surrounding uses would be replaced or would be required to meet applicable standards to ensure its consistency with nearby uses. (B)*

As unincorporated lands within the RUL are annexed and the existing urban area continues to infill over the coming decades, the potential for localized land use conflicts is likely to increase. However, the City has included goals, policies, and implementation measures in the General Plan that minimize this potential by requiring that new development be compatible with surrounding uses. Moreover, the proposed General Plan includes measures that would encourage the replacement of existing uses that are currently incompatible with nearby development. These measures are primarily contained in the Land Use Element.

One of the goals of the Land Use Element provides that new development be consistent with the City's character and urban form (Goal LU-4). Accordingly, while the proposed General Plan would emphasize infill development, increasing the density of development within the City, both the new and infill development would be compatible with surrounding development and would not significantly increase the intensity of development within the City. To ensure compatible development in residential neighborhoods, the City would implement residential pattern guidelines and minimum densities (Policy LU-4.1). Development of attached units in the Single Family Infill and Traditional Residential land use designations would be allowed only where such units are compatible with the design characteristics of surrounding residential units (Policy LU-4.5). Where incompatible land uses are identified in residential areas, they would be eliminated through targeted code enforcement and other available regulatory measures, such as enforcement of the City's nuisance abatement ordinance (Policy LU-4.9).

Expansion of commercial uses adjacent to residential areas would only be permitted where such use is compatible and would be appropriately buffered (Policy LU-5.4), and tourist commercial uses will be allowed only where it will not adversely affect existing residential, office, or neighborhood commercial development (Policy LU-5.6).

Industrial uses that are inappropriately located would be encouraged to be replaced and redeveloped with land uses consistent with the goals and standards of the General Plan (Policy LU-7.2). Industrial development would be required to be designed and operated to minimize nuisances on adjacent uses, such as noise, heat, glare, dust, and air emissions (Policy LU-7.4).

2. *The continued support and maintenance of the RUL to define the City's urban growth boundaries would minimize disturbance to the region's rich natural resources. (B)*

The Napa Valley contains significant open space and agricultural resources. This scenic rural setting is characterized by vineyards and small farms to the north of the RUL, wooded foothills and rolling grasslands to the east and west of the RUL, and marshlands, grazing lands, and vineyards to the south of the RUL. Without strong policies to maintain this urban/rural boundary, urban development could extend outward and threaten these resources. Chapter 9 of the Draft General Plan (in Policy A-2.1) stipulates that additions to the RUL must meet the five findings of the County Measure J growth management initiative and be contiguous to the existing RUL. Findings that must be made include the suitability of the land for urban development, the lack of Class I and II soils or active agricultural uses, and the presence of natural features that would act as a buffer between urban and rural uses.

To prevent conflicts between residential uses on the periphery of the RUL and productive agricultural land outside the RUL, the proposed General Plan would establish a buffer at the urban/rural boundary (Policy LU-3.2). In addition, the City would "feather" new residential

development near the RUL, especially toward land in agricultural production, so that the density of residential development would progressively decline within a quarter-mile of the RUL (Policy LU-3.3).

3. *Under the Draft General Plan proposed project, the RUL would be expanded by approximately 440 acres. The majority of the new land to be included in the RUL is already urbanized (more than 400 acres) and the remaining portion is vacant or underutilized. Therefore, the project would not induce sprawl or the premature conversion of agricultural land. (I)*

The City proposes to adjust the existing RUL, the urban growth boundary, to improve the boundary's "defensibility" as land supply continues to diminish over the coming decades. The largest of the areas is a 387-acre portion of the River East Planning Area containing the Napa State Hospital. This area is already occupied with urban uses, so that the expansion of the RUL here would not result in expansion of the urban area beyond what currently exists.

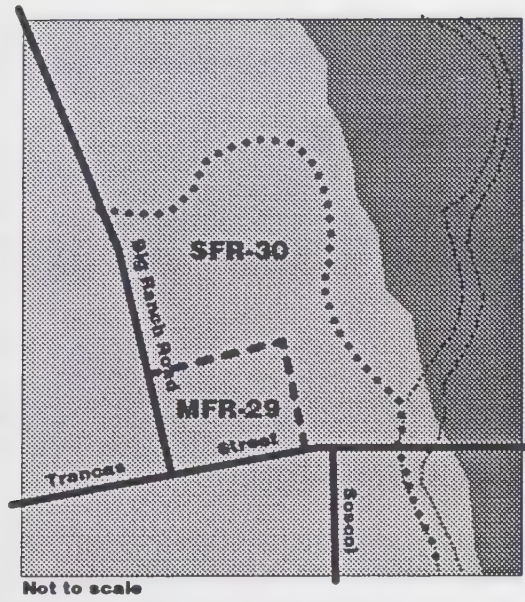
A second area, located in the northeast corner of the Big Ranch Road/Trancas Street intersection, consists of approximately 40 acres of vacant land, with some rural residential homes interspersed throughout the area. The third, much smaller area, approximately 13 acres, is west of Foster Road in the Westwood Planning Area and is currently vacant. Both of these areas are adjacent to urban development and services would not need to be extended to developable land, thereby creating secondary development pressures. Infrastructure planning for the Big Ranch site would be phased and financed in accordance with the Big Ranch Specific Plan adopted in October 1996 to be prepared. Development potential on the Foster Road site would be less than 26 dwelling units.

The fourth area is a 5 acre parcel at the northeast corner of Silverado Trail and Trancas St. that has legally been a part of the city since 1973 and is designated in the Draft General Plan as Tourist-Commercial.

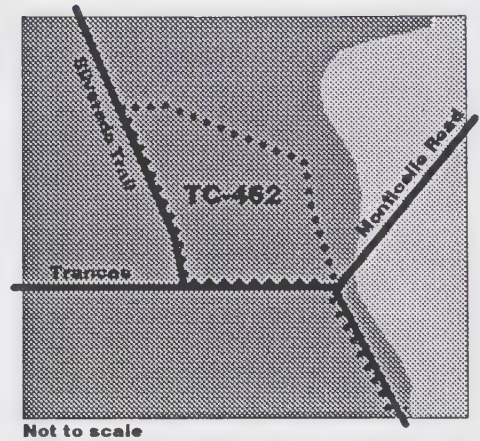
Beyond these proposed changes to the RUL, the City intends to retain the RUL virtually unchanged for the next 25 years. The Draft General Plan contains policies to preserve surrounding open space lands outside the RUL primarily for agriculture and other resource and open space uses. To achieve the goal of containing urban growth within the RUL, the City will cooperate with the County and neighboring cities. As noted above under Impact 2, in the event that a General Plan amendment is proposed to adjust the RUL, Chapter 9, Administration, of the Draft General Plan Policy Document establishes a set of criteria that must be satisfied to ensure that any future expansions of the RUL are consistent with City and County goals for environmental protection and growth management (Policy A-2.1).

4. *Development associated with the Draft General Plan would result in the conversion of ~~random parcels~~ of prime agricultural soils within the City's RUL to urban uses. (A) (S)*

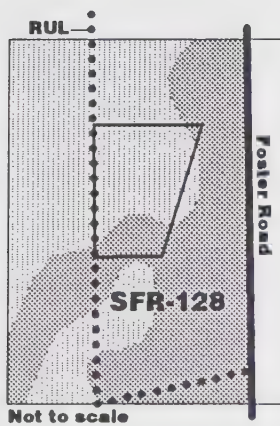
A number of vacant and underutilized parcels currently used for agricultural and grazing purposes are located on the periphery of the city, in areas such as Stanly Ranch, Foster Road, Big Ranch Road, Wyatt Road, and the Browns Valley hills. Smaller sites, generally less than one acre in size, are scattered throughout the city. Some of these vacant and underused lands are underlain by prime agricultural soils (rated as Class I and Class II soils by the U.S. Soil Conservation Service), which are located throughout a large central portion of the RUL (see Figure NR-3 of the Draft General Plan Background Report for the distribution of soils classifications through the RUL). While not all of



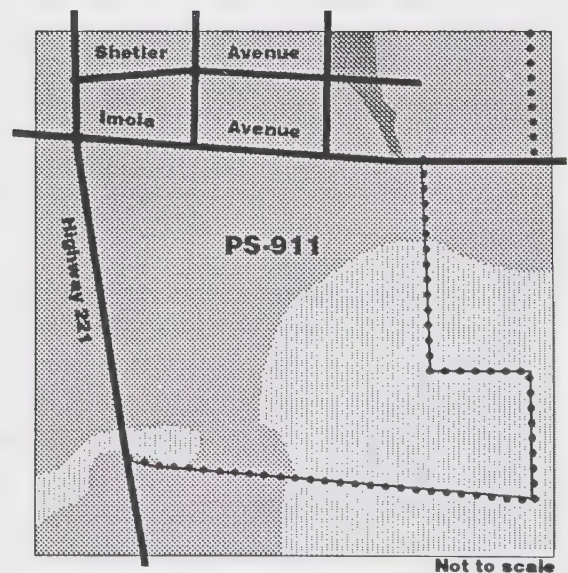
**Trancas/Big Ranch Road
40 acres**



**Trancas/Silverado Trail
5 acres**



**Foster Road
13 acres**



**Napa State Hospital
387 acres**

Figure - 3.2-1

**RUL Adjustment
Areas - Soils**



Soils-

Class I & II:



Class III & IV:



Class V - VIII:



Source: County of Napa Planning Department

While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

this land would be converted to urban uses due to environmental constraints such as floodplain, hillsides, and wetlands, more than half of this land would be converted to urban uses.

~~The loss of randomly located, vacant land within the RUL which may have agricultural soils is considered insignificant when considered in the context of the greater Napa Valley and the long-term benefits of agricultural land preservation county wide that is achieved by the policies of the General Plan. The General Plan focuses development within the RUL, thereby protecting agricultural and open space land from regional development. There are two additional reasons why the conversion of these isolated agricultural lands to urban uses would not be significant. First, the vast majority of these lands are private landholdings eligible for future development consistent with the land use policies of the General Plan and zoning. Second, the land use proposals of the General Plan were defined through an extensive community participation effort. Consequently, the recommended land use pattern is an expression of the collective vision of the community. Thus, the conversion of vacant and rural lands within the RUL to more intensive, urban uses is consistent with their inclusion in the RUL. Figure NR-4 of the Draft General Plan Background Report shows how carefully the RUL has been defined, especially on the north and west, to avoid areas that are intensive in agricultural production.~~

The loss of small, randomly located, vacant parcels within the RUL that have agricultural soils is considered insignificant. However, the loss of larger parcels with prime agricultural soils (Classes I and II) is considered significant.

Of the vacant lands underlain by Class I and Class II soils, none appear to be greater than 10 acres or contiguous with larger cultivated areas (as determined by comparing Figure LU-6, Existing Land Uses, with Figure NR-3, Soils Capability Classes for Croplands, both in the Background Report).

The loss of these prime soils is offset in part by General Plan policies that focus development within the RUL, thereby protecting significant tracts of agricultural and open space land outside the RUL from development and growth pressures.

~~Given the long-standing use of the RUL to protect large, actively cultivated areas, the absence of any new agriculturally productive lands being proposed for inclusion in the RUL, and limited, isolated acreages of vacant or underused land, underlain by prime agricultural soils, the impacts of the Draft General Plan on agricultural uses and resources are considered insignificant.~~

5. *The proposed land uses would accommodate a household population and workforce generally consistent with regional growth projections. (I)*

The Association of Bay Area Governments (ABAG) prepares biannual growth projections for the Bay Area. The most recent set of forecasts, *Projections '96*, anticipates that the number of households in the City of Napa will increase to 33,520 in 2015, a total growth of 6,420 dwelling units. This growth is consistent with the City's projected residential development in 2020 of 34,938 units.

Projections '96 estimates that the total jobs in the City of Napa will grow from 27,270 to 38,970 between 1995 and 2015, an increase of 11,700 jobs. Under the proposed General Plan, the City projects a comparable increase in jobs of 11,600, from 31,100 in 1995 to 42,700 in 2020.

While *Projections '96* is the most current forecast, it should be noted that *Projections '94* was used during preparation of the 2020 figures for the Draft General Plan (please see Table 1 on page 9 of the Draft Policy Document). Since ABAG figures were not available for the years 2015 or 2020 from *Projections '94*, the City estimated dwelling unit and job growth based on capacity and other limitations related to local policies and growth trends. Although, *Projections '96* estimates slightly more growth than *Projections '94*, the overall growth trend is not significantly altered and results in roughly the same projection for the 25-year period of the Draft General Plan.

6. *The Draft General Plan would generally be consistent with and reinforce the adopted environmental plans and goals of other local and regional jurisdictions. (B)*

The County designates lands surrounding the City's RUL for agriculture, watershed, or open space. The predominant land use activity is either agriculture or resource conservation. By clearly defining the long-term urban growth boundary mutually accepted by the City and County, the RUL alleviates premature development pressures to convert these lands to urban uses. The Napa Draft General Plan continues this long-upheld policy. ~~The proposed expansion of the RUL would not adversely affect natural resource areas, as explained above under Impacts 2 and 4.~~

The County Airport Land Use Commission is responsible for adopting an Airport Land Use Compatibility Plan (ALUCP) that addresses future airport growth and land use measures to minimize the public's exposure to excessive noise and safety hazards around airports. The Napa County ALUCP was adopted in 1991 and its planning area encompasses nearly all of the City's Stanly Ranch Planning Area and the southern portion of the River East Planning Area. The proposed project requires that development within the ALUCP planning area be reviewed by the Airport Land Use Commission for consistency with the ALUCP (Policy HS-6.1). The Draft Plan further stipulates that land uses be restricted and safety standards be imposed in accordance with the ALUCP. The Draft Plan is therefore consistent with and supportive of the environmental policies of the ALUCP.

3.3 TRANSPORTATION

Existing Conditions

The City of Napa's transportation system is well developed and is built out to its maximum requirements in most locations. Due to its relative distance from the major Bay Area commuter corridors and due to its relatively slow growth, Napa has escaped the overwhelming burdens of traffic congestion that are commonplace during rush hours in most California urban areas. Overall, Napa's streets are relatively uncongested.

Traffic conditions and impacts are assessed using the concept of level of service, a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and passengers. The level of service generally describes these conditions in terms of speed and travel time, delay, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. It is rated on a scale of Level of Service (LOS) A to LOS F, where LOS A represents free flow conditions and LOS F represents highly congested conditions (see Table 3.3-1a and 3.3-1b). *Chapter 3, Transportation, of the Draft General Plan Background Report contains traffic diagrams showing traffic patterns on major thoroughfares, including State routes, and intersection levels of service.*

Table 3.3-1a
Level of Service Definitions
Signalized Intersections

LOS	Stopped Delay (sec/veh)	V/C Ratio	Description of Traffic Condition
A	≤ 5.0	0.00 - 0.60	Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	0.61 - 0.70	Minimal Delays: An occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	0.71 - 0.80	Acceptable Delays: major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	0.81 - 0.90	Tolerable Delays: Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	0.91 - 1.00	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles, and long queues of vehicles form upstream.
F	≥ 60.0	NA	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.

Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Specifically, level of service criteria are stated in terms of the average stopped delay per vehicle for a 15 minute analysis period.

Source: *Highway Capacity Manual*, Special Report No. 209. Transportation Research Board, 1985.

Note: sec/veh = seconds per vehicle

Table 3.3-1b
Level of Service Definitions
Unsignalized Intersections

Reserve Capacity (PCPH)	LOS	Expected Delay to Minor Street Traffic
≥ 400	A	Little or no delay
300-399	B	Short traffic delays
200-299	C	Average traffic delays
100-199	D	Long traffic delays
0-99	E	Very long traffic delays
*	F	*

Source: San Francisco Department of Public Works, Traffic Division, Bureau of Engineering.

Note: PCPH is passenger car equivalents per hour.

* When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement to the intersection.

The “Existing” column in Table 3.3-2 shows 1992 levels of service at representative intersections throughout the city and its immediate environs, as calculated by the City’s transportation consultant, Dowling Associates. As these data indicate, five intersections currently operate at unacceptable levels: State Road (SR) 221 at SR 29 (located outside the City’s jurisdiction), Soscol Avenue at Kansas Avenue (unsignalized in 1992), Trancas Street at SR 29, Trancas Street at SR 121, and Wine Country Avenue at SR 29. In addition, the unsignalized intersection of Sierra Avenue at SR 29 experiences unacceptable levels of service. The analysis has been performed for the P.M. peak period when demand on the local streets and intersections is heaviest and the circulation system is most constrained.

Transit service in Napa and throughout Napa County is provided by two transit systems, Napa Valley Intracity Neighborhood Express and Napa Valley Transit. The former system operates five routes serving most of the city’s trip generators. Routes are within 1/4 mile of 85 percent of the residences and within 1/8 mile of 90 percent of the major activity centers. In addition, a number of bicycle facilities are located throughout the city. *Please refer to Chapter 3, Transportation, of the Draft General Plan Background Report for further discussion of transportation facilities and services in the RUL.*

Impact Assessment and Mitigation

Significance Criteria and Methodology

Methodology. An analysis of future p.m. peak hour levels of service was performed for intersections illustrated throughout the city. For the signalized study intersections, future service levels were analyzed using the 1985 Highway Capacity Manual (HCM) operations method. Standard HCM default values were used. The level of service for signalized intersections is based on the average delay to the entire intersection, as defined in Table 3.3-1a. The Draft General Plan Policy Document places primary importance on signalized intersections and street segments (Policy T-2.3). The future levels of service for stop-controlled intersections were analyzed using the method prescribed in the 1985 Highway Capacity

**Table 3.3-2
Intersection Levels of Service
(P.M. Peak Hour)**

Intersection	Existing			2020 Without Roadway Improvements			2020 With Roadway Improvements		
	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Signalized Intersections									
First St at California Blvd	D	25.1	0.91	F	174	1.118⁽¹⁾	C	23.0	0.91
First St at Jefferson St	B	13.6	0.67	C	19.6	0.902	C	17.4	0.85
First St at Silverado Trail	B	7.5	0.53	B	9.9	0.665	B	8.9	0.64
First St at Soscol Ave	B	12.0	0.55	B	13.5	0.728	B	12.2	0.61
Imola Ave at South Coombs St	C	24.4	0.86	D	39.2	1.019	C	21.6	0.79
Imola Ave at South Jefferson St	C	15.2	0.49	C	16.6	0.631	C	16.9	0.66
Lincoln Ave at California Blvd	C	20.0	0.81	D	33.7	0.992	C	16.9	0.78
Lincoln Ave at Jefferson St	C	17.3	0.77	C	19.4	0.84	C	16.5	0.66
Lincoln Ave at Silverado Trail	B	13.2	0.44	B	15	0.746	B	15.0	0.64
Lincoln Ave at Soscol Ave	C	19.4	0.88	E	53.5	1.103	D	28.0	0.98
Pueblo Ave at Jefferson St	C	16.9	0.58	C	15.8	0.612	C	15.4	0.50
SR 121 at SR 29	D	26.4	0.98	F	76.9	1.23	D	31.8	1.01
SR 221 at SR 29	F	61.3	0.96	F	216.8	1.217	F	227.8	1.23
Salvador Ave at SR 29	B	6.8	0.52	B	7.4	0.667	B	8.1	0.75
Second St at Jefferson St	B	9.0	0.43	B	10.4	0.667	B	11.1	0.58
Second St at Main St	B	7.2	0.37	B	7.1	0.367	B	7.0	0.36
Soscol Ave at Imola Ave	D	25.1	0.88	F	77.4	1.125	C	17.9	0.72
Soscol Ave at Kansas Ave ⁽²⁾	F	-	-	B	13.3	0.836	B	11.5	0.74

Table 3.3-2 (continued)
Intersection Levels of Service
(P.M. Peak Hour)

Intersection	Existing			2020 Without Roadway Improvements			2020 With Roadway Improvements		
	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Soscol Ave at Silverado Trail	C	23.9	0.94	<u>F</u>	<u>613.5</u>	<u>1.674</u>	C	15.3	0.90
Third St at Jefferson St	B	12.6	0.39	B	11.8	0.411	B	11.5	0.38
Third St at Main St	B	8.9	0.60	B	8.8	0.717	B	10.2	0.73
Third St at Silverado Trail	B	13.2	0.78	<u>F</u>	<u>77.8</u>	<u>1.196</u>	D	36.3	1.05
Third St at Soscol Ave	B	14.8	0.56	C	21.1	0.848	C	21.4	0.84
Trancas & SR 29 (Existing)	<u>E</u>	<u>59.0</u>	<u>0.98</u>	<u>F</u>	<u>128.7</u>	<u>1.176</u>	-	-	-
Trancas & SR 29 NB Ramps (Future Interchange)	-	-	-	-	-	-	B	12.2	0.75
Trancas & SR 29 SB Ramps (Future Interchange)	-	-	-	-	-	-	C	23.5	0.83
Trancas St at Big Ranch Rd ⁽³⁾	B	13.7	0.57	C	16.1	0.759	D	37.3	1.00
Trancas St at California Blvd	B	6.8	0.59	B	6.7	0.554	B	7.4	0.61
Trancas St at Jefferson St	C	18.7	0.50	C	18.9	0.595	C	17.9	0.57
Trancas St at SR 121 ^(2,3,4)	<u>F</u>	-	<u>1.67</u>	<u>F</u>	<u>OVREFL</u>	<u>2.687</u>	D	38.1	1.05
Trancas St at Silverado Trail	C	15.3	0.55	C	19.8	0.828	C	17.4	0.72
Trancas St at Soscol Ave	B	14.1	0.66	C	17.5	0.821	B	13.3	0.58
Trancas St at Villa Lane	B	7.2	0.40	B	7.9	0.518	B	8.8	0.63
Trower Ave at SR 29	C	17.1	0.81	<u>F</u>	<u>86.8</u>	<u>1.165</u>	C	23.2	0.93
Wine Country Ave at SR 29	<u>F</u>	-	-	<u>F</u>	-	-	B	13.2	0.93

**Table 3.3-2 (continued)
Intersection Levels of Service
(P.M. Peak Hour)**

Intersection	Existing			2020 Without Roadway Improvements			2020 With Roadway Improvements		
	LOS	Delay	V/C	LOS	Delay	V/C	LOS	Delay	V/C
Stop-Sign Controlled Intersections in 2020									
El Centro Ave at Big Ranch Rd	A	-	-	A	-	-	A	-	-
Garfield Ln (E) at Villa Ln (Future Intersection)	-	-	-	-	-	-	A	-	-
Garfield Ln (W) at Villa Ln (Future Intersection)	-	-	-	-	-	-	A	-	-
Garfield Ln at Big Ranch Rd	A	-	-	B	-	-	B	-	-
Rubicon Ln at Big Ranch Rd (Future Intersection)	-	-	-	A	-	-	A	-	-
Rubicon St at Jefferson St	E	-	-	E	-	-	E	-	-
Sierra Ave at Jefferson St	D	-	-	E	-	-	E	-	-
Sierra Ave at SR 29	F	-	-	F	-	-	F	-	-
Trower Ave at Jefferson St	D	-	-	<u>F</u>	-	-	E	-	-

Source: Dowling Associates

- (1) **Bold underlined** values indicate unacceptable intersection operations.
- (2) Stop-controlled intersection in 1992; proposed to be signalized.
- (3) Due to the potential variation in the 25-year 2020 projection and given the context of the scope of the General Plan Traffic model, the 2020 LOS for this intersection is essentially mitigated to mid LOS D.
- (4) This is a stop-controlled intersection that can be mitigated for a mid LOS D with a signal and minor widening.

OVRFL Very large number.

Note: For purposes of analysis, the 2020 LOS conclusions assumed Soscol Avenue at 6 lanes. Implementation Program T.1-A in the Draft Policy Document calls for the reservation of right-of-way to provide for 6 lanes. Dowling Associates has indicated that traffic projections over a 25-year time frame along with other variables such as driver choice, timing of development, and construction of traffic improvements make it difficult to determine when and if this level of improvement may be necessary. Monitoring and planning for the possible need of 6 lanes is therefore an appropriate level of mitigation at this time.

Manual. The assessment considered all minor movements (vehicles on the side street and left turns from the major street), but the intersection service level is based on the worst case among all of the minor movements.

The following intersection improvements were assumed for modeling purposes and included in the “2020 with Roadway Improvements” data set in Table 3.3-3.

- State Route 29/Wine Country: add new signal (*under construction - 1997*);
- State Route 29/Trower: add one through lane northbound and southbound; add a second northbound left-turn lane;
- State Route 29/Trancas: add interchange, including realignment of California Boulevard to meet the shopping center entrance (the latter required by the interchange project);
- Trancas Street/SR 121 (Silverado Trail South): add traffic signal;
- First Street/California Boulevard: add eastbound left turn lane;
- Lincoln/Soscol, First/Soscol, Third/Soscol, Silverado/Soscol, and Imola/Soscol: widen Soscol to six lanes;
- Imola/Coombs: as part of bridge widening, create approach with one left, two through lanes each way;
- SR29 at SR12/121: widen approach to three through lanes each way;
- Soscol/Kansas: add signal; widen Soscol to six lanes; and
- Soscol/Imola: as part of widening Imola, widen east and westbound approaches to two through lanes each way.

The Napa County Travel Forecasting Model was run by Dowling Associates for two separate scenarios to indicate the impacts of land use and roadway improvements on the roadway system. The model examines travel demand impacts during the weekday P.M. peak period only because this is when demand is greatest and would have the most severe effects on the circulation system. Other time periods, such as the morning peak periods and weekends, are important but not as critical in planning the City’s street network. The first modeling effort analyzed the effects of the proposed General Plan land uses at buildout in 2020 on the existing (1992) street and highway network. Relevant components of the Metropolitan Transportation System for Napa County (as defined by the Metropolitan Transportation Commission) are included in this network. The results of this analysis were used to identify improvement projects that may be necessary over the next 25 years to maintain the level of service standards established in the proposed General Plan. These improvements, which include road widenings, extensions, and projects identified in the Regional Transportation Plan, were subsequently incorporated into the Draft General Plan and are summarized in Table 3.3-3 and shown on Figure 3-2 of the Draft Policy Document. The second forecast assigned the 2020 traffic volumes to the proposed street and highway network.

Significance Criteria. CEQA Guidelines, Appendix G (1), suggest significant impacts be defined when an increase in traffic is substantial in relation to the existing traffic load and capacity of the street system. For purposes of this EIR, the following criteria have been applied to define significant impacts:

**Table 3.3-3
Future Roadway Improvements**

	Roadway Segment	Improvement
1	Wine Country Ave.	Complete missing segment west of Linda Vista Ave. (Policy T-1.9j)
2	SR 29 north of Trancas St.	Widen at its approach to Trower Ave. (Implementation Program T-1.Ad)
3	Trower Ave.	Extend <u>east to Big Ranch Rd.</u> south to Garfield Ln. (Policy T-1.9g)
4	Sierra Ave.	Extend east to <u>Salvador Channel</u> and connect with Garfield Ln. (Policy T-1.9h)
5	Villa Ln.	Extend north and connect to Sierra/Garfield (Policy T-1.9i)
6- 5	Big Ranch Road	Extend south and connect with Soscol Ave. (Policy T-1.9e)
7- 6	Linda Vista Ave.	Extend southwest of Lone Oak Ave. and connect with Robinson Ln. (Policy T-1.9a)
8 7	Solano Ave.	Extend south and connect with First St. (Policy T-1.9f and Implementation Program T-1.Af)
9 8	First St. Bridge over SR 29	Widen to four lanes (Implementation Program T-1.Ab)
10 9	First St. at California Blvd.	Provide double left-turn lanes for traffic eastbound on First St. (Implementation Program T-1.Ah)
11 10	Soscol Ave.	Reserve right-of-way to provide for six lanes between Imola Ave. and Lincoln Ave. (Implementation Program T-1.Ac)
12	Souza Ln. (See Appendix D)	Extend east to Capitola Ave. (Policy T-1.9b)
13 11	Silverado Trail	Widen southbound right-of-way to provide one through lane and two left-turn lanes (Implementation Program T-1.Ae)
14 12	Saratoga Dr.	Extend west to Silverado Trail (Policy T-1.9c)
15 13	Terrace Dr.	Complete missing segment over Cayetano Creek (Policy T-1.9d)
16 14	Gasser Dr.	Extend north to connect with Silverado Trail/Soscol Ave. (Implementation Program T-1.Ag)
17 15	Imola Ave.	Widen to four lanes between Soscol Ave. and Coombs St. (Implementation Program T-1.Aa)
17 16	SR 29 at Trancas Street	Construct interchange (Implementation Program T-1.D)

Source: Napa Draft General Plan Policy Document, 1996. Revised 1997 to reflect Response to Comments & Addenda.

- For freeway mainline sections and freeway ramps, the threshold level used in this analysis is LOS E, consistent with the criteria used by the County Congestion Management Authority (CMA). Facilities under the jurisdiction of the CMA in the City of Napa are the State Highways (12, 29, 121, and 221) plus Trancas Street. If a segment drops below LOS E, it is considered a significant traffic impact.
- The Draft General Plan establishes a minimum acceptable level of service for signalized intersections on arterial and collector streets at midrange LOS D. Midrange LOS D represents delays greater than 32.55 seconds per vehicle. It should be noted that for purposes of determining significance in the broader context of the General Plan, 2020 LOS levels that are slightly higher than midrange D are considered mitigated. Midrange LOS E would be permitted in the following areas:
 - Downtown Napa within the area bounded by Soscol Avenue, First Street, California Boulevard, and Third Street;
 - Jefferson Street between Third Street and Old Sonoma Road; and
 - Silverado Trail between Soscol Avenue and First Street.
- For unsignalized intersections, the minimum acceptable level of service recommended by the Draft Policy Document is midrange LOS E. Midrange LOS E for unsignalized intersections represents a reserve capacity of 49.5 vehicles per hour or greater and is considered restrictive for purposes of overall evaluation at the General Plan level. For purposes of EIR analysis, LOS F would therefore be considered significant. In the context of the General Plan, given the time frame and extent of variables, “unacceptable” at a single intersection does not constitute significance at the overall project level.
- For transit and bicycle facilities, a significant effect would occur if General Plan proposals and policies thwarted or diminished access to transit service or bicycle routes, eliminated routes, or did not support use of these alternative modes of transportation.

Environmental Analysis

1. ~~Traffic associated with development permitted by the Napa General Plan would be adequately mitigated by the policies and programs included in the Draft General Plan. (I)~~

Most of the traffic associated with development within the city permitted by the Napa General Plan would be adequately mitigated by the policies and programs included in the Draft General Plan. However, some intersections (e.g. SR 221 at SR 29) that operate at LOS F with no mitigation measures identified may create potentially significant impacts. (S) In addition, an uncertainty of funding for transportation improvements and city trips that impact roads and intersections outside the city limits may create potentially significant traffic impacts. (S)

The combination of increased land use development and roadway system improvements proposed by the Napa General Plan would, for the most part, result in a transportation system operating within the criteria established by the General Plan Policy Document. Of the 34 signalized intersections analyzed for the 2020 scenario, nine new intersections would become congested. With the

improvements recommended in Table 3.3-3, all but one would operate within or very close to the established criteria. The single intersection which would not satisfy the criteria, SR 221 at SR 29, is currently already operating at LOS F. Furthermore, much of the increased traffic demand at that intersection would be generated not by City growth but by cross-country traffic traveling between Solano and Sonoma Counties. Similarly, for unsignalized intersections, Sierra Avenue at SR 29 would operate at LOS F. This intersection already operates at an unacceptable level and given the significance criterion for unsignalized intersections, this isolated instance of congestion would not be considered a significant effect.

The Draft General Plan recommends that the intersection improvements identified in the Methodology section, above, and the roadway improvements in Table 3.3-3 be implemented over the 25-year planning horizon of the General Plan (Policies T-1.3 and T-1.9). The actual timing and financing of these projects will depend on the accumulation of traffic impact mitigation fees, priorities identified in the City Capital Improvement Program, and public/private contributions. For example, pursuant to Implementation Program T-1.C and Policy Resolution No. 27, developers are required to pay a Street Improvement Fee to fund specified traffic improvements on arterials and collectors. The actual construction of the roadway project will depend on the rate of development and the project's priority or importance relative to other projects. Thus, at the general plan level of discussion, particularly one that describes a buildout scenario 25 years in the future, it is not possible to pinpoint the timing and means of implementing these specific projects. At best, the Draft General Plan does specify that nine of the intersection and roadway improvements would be included in the Capital Improvement Program for implementation between 1998 and 2010 (Implementation Program T-1.A). ~~One other improvement (the interchange at SR 29 and Trancas Street) must await funding.~~ One other improvement (the interchange at SR 99 and Trancas Street) has received environmental clearance and \$27 million has been programmed for the project. In the interim the City will work with Caltrans and the Congestion Management Agency to make improvements. These interim remedies are programmed in the years 2002 to 2004 (Implementation Program T-1.D). Finally, the Draft General Plan acknowledges the need to develop viable funding sources to implement the above improvements. Towards this end, the Draft General Plan recommends creation of a street utility assessment district (Implementation Program T-1.B), updating the existing Street Improvement Fee Program (Implementation Program T-1.C), and pursuit of available state and federal funds (Policy T-1.7).

It should also be noted that a key planning objective of the General Plan Update has been to increase affordable housing and improve the jobs/employed resident ratio from 0.90 to a maximum of 1.1. The Draft Background Report and the earlier Futures Report both contain analyses of providing housing for the local Napa workforce as well as jobs for employed residents. The Draft Policy Document includes policies to improve this ratio, thereby reducing the need for long commutes. This effort is also considered by Caltrans to be a trip reduction strategy and thus functions as a mitigation measure for increased traffic volumes on the local and regional road networks.

~~As a result of the above measures, the Draft General Plan would not result in significant adverse traffic impacts.~~

Determining the external impacts of growth for an area as large as the city of Napa is difficult, since technically it is not possible to attribute specific impacts solely to the city. Impacts outside of the city are attributable to three major sources:

- Growth within the city
- Growth outside the city
- Growth in travel demand between locations outside of the city

With regard to growth within the city, a significant increase in travel outside the city would not occur without growth outside the city. For the real-world condition where there would be growth throughout the sub-region, it is difficult to attribute impacts just to the city, since trips with ends both in and out of the city are partially attributable to each. Thus, it is not proper to simply compare 1992 (base year) conditions to 2020 buildout conditions and attribute all of the impacts to the city.

In other work for projects in Napa County, particularly for the Napa County Congestion Management Agency, eight representative intersections outside the city have been evaluated. In response to comments on the Draft EIR, Dowling Associates evaluated these intersections for the following conditions:

- Existing conditions
- A combination of 2020 land use in the city of Napa and 1992 land use outside the city; this represents the "existing-plus-project" impact in that it holds outside conditions constant. However, it does not represent a real-world condition in that, even if there is no growth within Napa County outside the city (which this scenario is intended to represent), there would still be a growth in external-external traffic (such as that between Solano and Sonoma Counties, which in fact represents the largest component of traffic growth within the County)
- A combination of 1992 land use within the city of Napa and 2020 conditions outside the city. This represents a cumulative scenario "base case," representing the external events that would occur outside of the city in the year 2020
- A 2020 forecast, using 2020 land use and external travel patterns for all conditions. This represents the so-called "cumulative scenario".

In order to prepare this supplemental analysis, it was necessary to make one set of assumptions that differs from all other model runs made to date using the Napa County Travel Forecasting Model. In all other runs, the control totals for traffic at the gateways to the county were derived using Metropolitan Transportation Commission (MTC) travel model estimates as controls; the MTC model estimates were used to determine growth factors on existing volumes to derive the gateway controls. In those cases, however, Dowling was preparing a composite estimate for a particular target year (i.e. a 2000 forecast or a 2020 forecast). In this case, Dowling prepared scenarios for the specific purpose of determining impacts, and has used combinations of data for 1992 and 2020. In order to reflect the fact that some internal Napa traffic will be destined for areas outside the county, it is necessary to derive some type of methodology to determine how much additional traffic might go outside the County with this type of combined data. The technique used has been to determine the growth rate between 1992 and 2020 for internal Napa County traffic, and to factor the gateways up by that proportion. Thus for the scenario composed of 2020 land use within the city and 1992 outside the City, the gateway volumes were increased by 14%, representing the total contribution of 1992-2020 growth within Napa County to traffic

compared to 1992. For the scenario where 2020 land use was used within the city of Napa and 1992 land use used outside the city, the gateway volume was increased by 27%.

Table 3.3-4 below documents the numerical results of this analysis by reporting Service Level at each of the eight intersections for the four scenarios described above. The 1992 scenario uses the 1992 highway network; the remaining scenarios use the 2020 network. Note that since 1992, improvements have been made to the intersections of SR 29/Airport Boulevard and SR 29/Kelly Road; as a result, improvements are seen for the scenario which combines 2020 land use in Napa and 1992 in the remainder of the county.

Looking at the first two data sets in Table 3.3-4, which represent existing conditions and existing plus project conditions, it can be seen that the Service Levels WITH the project are the same or improved as the existing conditions. When a comparison is made between the second two data sets, which represents the cumulative situation, it can be seen that the service levels are the same except at the intersection of American Canyon Road and SR 29, where the Service Level would decline from D to E. Thus, for the existing plus project scenario, the Draft General Plan would have no significant impacts on the major roadways in Napa County that lie outside the City. For the cumulative scenario, there would be a projected degradation of traffic at one intersection, American Canyon Road & SR 29. This degradation would still be within the Napa County CMA's standard for this facility. The major expected changes in service level between 1992 and 2020, at SR 12/29/Airport Boulevard, would be caused largely by the increase in traffic between Sonoma and Solano Counties.

Note : New table generated in Response to Comments and Included in DEIR

Table 3.3-4
Comparison of External Traffic Conditions

Intersection	Service Level	Average Delay (Secs.)	Volume/ Capacity Ratio
1992 Existing Conditions			
#1012 Oak Knoll & SR 29	B	7.4	0.479
#4320 Madison & SR 29	B	6.7	0.672
#4321 SR 29 & Adams (St. Helena)	B	11.7	0.73
#4372 SR 12 Kelly	F	267	1.515
#4373 SR 29 & SR 12	F	496	1.662
#4864 SR 29 & Rio Del Mar	A	4.4	0.696
#4897 SR 29 & Pope (St. Helena)	B	11.3	0.711
#4916 SR 29 & American Canyon	C	21.6	0.893
2020 in Napa - 1992 Outside			
#1012 Oak Knoll & SR 29	B	7.2	0.554
#4320 Madison & SR 29	B	6.7	0.672
#4321 SR 29 & Adams (St. Helena)	B	10.8	0.604
#4372 SR 12 Kelly	B	11.8	0.791
#4373 SR 29 & SR 12	C	22.3	0.924
#4864 SR 29 & Rio Del Mar	A	4.1	0.573
#4897 SR 29 & Pope (St. Helena)	B	11.1	0.673
#4916 SR 29 & American Canyon	C	17.4	0.707

Table 3.3-4 Continued

1992 in Napa - 2020 Outside			
#1012 Oak Knoll & SR 29	B	7.9	0.624
#4320 Madison & SR 29	B	6.7	0.672
#4321 SR 29 & Adams (St. Helena)	B	10.8	0.604
#4372 SR 12 Kelly	C	19.6	0.957
#4373 SR 29 & SR 12	F	205.1	1.393
#4864 SR 29 & Rio Del Mar	B	5.5	0.832
#4897 SR 29 & Pope (St. Helena)	F	75.4	1.174
#4916 SR 29 & American Canyon	D	37.0	1.018
2020 Cumulative			
#1012 Oak Knoll & SR 29	B	8.4	0.659
#4320 Madison & SR 29	B	6.7	0.672
#4321 SR 29 & Adams (St. Helena)	B	10.8	0.604
#4372 SR 12 Kelly	C	18.8	0.948
#4373 SR 29 & SR 12	F	273.5	1.48
#4864 SR 29 & Rio Del Mar	B	5.7	0.837
#4897 SR 29 & Pope (St. Helena)	F	85.1	1.195
#4916 SR 29 & American Canyon	E	45.4	1.058

2. *The proposed General Plan would be in conformance with the Napa County Congestion Management Plan. (I)*

The Napa County Congestion Management Agency (CMA) requires that a traffic analysis using the Congestion Management Plan (CMP) model be performed for general plans updates that would increase the amount of traffic being generated by 500 or more peak-hour trips or which would result in land uses that are inconsistent with the current CMP land use database. The CMP land use database was developed based on each jurisdiction's projected land uses, and was then adjusted to conform with Association of Bay Area Government projections.

The City traffic consultant performed an initial screening to determine whether the proposed General Plan would meet the CMA's criteria triggering the need to perform a full-blown CMP analysis. Because the CMP land use scenario does not address the General Plan planning horizon year 2020, the consultant constructed a year 2000 land use scenario interpolating the countywide 1992 land use database and the city's projected 2020 land uses to the CMP 2000 database. The results of this analysis indicate that the overall peak-hour trips associated with the General Plan update are minor and would not exceed the 500 trip threshold. The CMA has concurred with the consultant's methodology and results, and has concluded that the land uses associated with the proposed General Plan are generally consistent with those of the CMP database (see Appendix C). Therefore, CMP analysis of the proposed project will not be necessary.

3. *The Draft General Plan encourages access to and expansion of public transit services and facilities, thereby enhancing mobility for local residents, employees, and commuters. Implementation of policies and programs supporting alternative modes of transportation would result in the added benefit of reduced energy use, air emissions, and automobile congestion. (B)*

Napa is presently served by two transit systems: the City-operated Napa Valley Intracity Neighborhood Express (VINE) and Napa Valley Transit (NVT), operated by the County and Napa County cities. VINE operates a five route, nine bus fixed-route transit system in the City; NVT provides inter-city transit service along the SR 29 corridor from Vallejo through Napa to Calistoga. In fiscal year 1993/94, the VINE and NVT carried a combined total of over 700,000 passenger trips, slightly more than two percent of all street and highway trips within the County.

Chapter 1, Land Use, and Chapter 3, Transportation, of the Draft General Plan contain policies and implementation programs supporting the use of public transit services and facilities and alternative modes of transportation. As a result, the Draft General Plan promotes mobility within the Napa Valley, particularly for those population groups who are typically transit dependent such as youth, lower-income households, and senior citizens. At the same time, support of transit services to the City's major activity center would enhance access to these facilities and alleviate local automobile congestion. To further these positive effects of transit, major new commercial projects will be required by the City to be designed to support mass transit and alternative modes of transportation (Policy LU-5.3). The City will continue its financial support of transit services within the City with the objective of increasing the transit/automobile mode split to five percent by 2020 (Policy T-5.1). The City will also continue to encourage developers to include public transit support and promotion of other alternatives to single occupancy vehicles, including discount bus passes to employees, bicycle facilities, transit information displays, and on-site transit facilities (Policy T-5.12). The City will, when feasible, consider expanding public transit facilities and services such as requiring the

dedication and/or provision of bus turn-outs in appropriate locations (Policy T-5.7), supporting adequate, efficient and convenient transfer and operational facilities in the downtown areas (Policy T-5.8), planning for terminal and operations facility expansion (Policy T-5.9), and exploring the feasibility of developing a satellite transfer point and park-and-ride facility in conjunction with the Trancas/SR 29 Interchange project (T-5.10).

4. *The Draft General Plan encourages bicycle use and provision of bicycle facilities. In addition to reducing energy use, air emissions, and automobile congestion, the proposed bicycle plan would increase recreational opportunities for City residents and offer an alternative to the automobile. (B)*

Bicycles represent a useful alternative to the automobile for shorter trips. A comprehensive bicycle plan can serve to encourage bicycle usage in place of automobiles resulting in positive effects on traffic congestion and air quality. The City's future bicycle facilities are being planned in coordination with the Bicycle Advisory Committee (BAC), a group composed of members from local cycling clubs. The BAC, in conjunction with City staff, has developed a revised Bikeway Plan which seeks to provide more direct access to schools, parks, and community facilities. Existing facilities represent about one-third to one-half of those planned in the City.

Policies and implementation programs supporting bicycle use, facilities, and safety are included in Chapter 1, Land Use, and Chapter 3, Transportation, of the Draft General Plan. Major new commercial and residential projects (residential subdivisions over 20 units and all commercial or industrial projects over 20,000 square feet) will be required by the City to support and promote bicycle access as well as other modes of transportation in the site planning and design stages (Policies LU-5.3 and T-6.9). The Draft General Plan further recommends evaluating the feasibility of establishing two "bicycle boulevards" to provide priority travel (north-south and east-west) for bicycles through the City (Policy T-6.3) and incorporating regional bicycle routes (such as the Bay Trail) into the City bicycle route system (Policy T-6.12).

5. *The Draft General Plan encourages the use and development of pedestrian services and facilities. The emphasis on an interconnected, safe pedestrian network has the beneficial effect of improving access to the City's major activity centers and offering citywide recreational opportunities. (B)*

In a city with a significant tourist population such as Napa, one of the more popular modes of travel is walking. The most important pedestrian environment in the City is downtown. It is downtown's "walkability" that distinguishes it from the malls and strip-commercial shopping environments found elsewhere in Napa. Retaining an attractive and safe pedestrian environment with active storefronts is critical to the long term commercial success of downtown.

There are policies and implementation programs in Chapter 3, Transportation, of the Draft General Plan that support these objectives. The Draft General Plan Policy Document recommends requiring appropriate pedestrian access in all new developments (Policy T-9.1) connecting the City's major planned trails to the proposed regional Ridge and Bay Trails and linking all of these major pedestrian and bicycle routes to downtown (Policy T-9.4). To accomplish this, the City will encourage retail uses in the downtown area to be oriented to the sidewalk (Policy T-9.5) and will develop zoning standards and incentives to promote pedestrian access and amenities in development projects (Implementation Program T-9.A).

3.4 COMMUNITY SERVICES AND UTILITIES

Existing Conditions

This section describes existing conditions for the City of Napa's police and fire services, and for the City's water supply, wastewater, solid waste, and gas and electric utilities. Information regarding existing conditions for schools, libraries, and parks are not included here for the reasons described under "Significance Criteria." The topic of storm drainage is covered in Section 3.9, Hydrology and Water Quality. *Further background information regarding the provision of community services and utilities within the RUL is available in Chapter 4, Community Services, of the Draft General Plan Background Report.*

Police

The Napa Police Department (NPD) serves Napa's city limits. Four patrol beats, congruent with the northwest, northeast, southwest, and southeast sections of Napa, are each staffed by one officer per shift, three shifts per day, seven days a week. These beats change in response to factors that might affect response times in emergency situations, such as time of year, weather, and traffic condition on the bridges and highways in Napa (State Routes 29 and 121).

As of August 1994, the NPD employed 66 sworn police officers: one chief, one deputy chief, four commanders, nine sergeants, and 51 patrol officers. The NPD utilizes Community Service Officers to handle many non-emergency calls, freeing up sworn officers for priority law enforcement functions. This delivery system has allowed the NPD to maintain service levels in areas of critical need. Priority one calls (threat to life) are considered most important and receive the shortest response time. For example, during 1993-1994, Priority I calls had an average (sworn officer) response time of 3:45 minutes; whereas priority nine, "cold reports," elicited a community service officer in about 30 minutes. The NPD has established a 5-minute time limit as the maximum amount of time for a Priority I response.

Fire

As of January 1994, Napa Fire Department (NFD) had 46 personnel: 1 operations chief, 3 battalion chiefs, 12 captains, 17 full-time firefighters, and 13 firefighter/paramedics (Perkins 1994). There are 18 firefighter reserve positions that are basically volunteer, with minimal payments for service.

The City's three fire stations are staffed by a total of 13-15 personnel per 24-hour shift with a minimum of 4 firefighter/paramedics on duty at all times. In the five-year period from 1988 to 1993, NFD's total number of calls went from 3,956 to 4,776, an approximate 21 percent increase. Most of this is attributable to population growth in the City of Napa. The call volume in 1995 had increased to over 5,510 calls, of which 3,654 calls (66 percent) were of a medical/rescue nature.

The NFD believes that fire protection and emergency medical response (EMS) are considered good within a 1.5-mile radius of each fire station. The NFD strives for a three-minute average response time within these areas. The NFD has established a 5-minute time limit as the maximum amount of time appropriate for a unit response. Areas outside of the 1.5 mile response radius are Browns Valley, the western portion of the

Westwood Planning Area, the eastern portion of the Alta Heights Planning Area, Terrace/Shurtleff, River East, and Stanly Ranch.

Water Supply

The City of Napa provides water service within an area generally coincidental with the RUL. Water service is currently provided to 21,800 active connections which lie within both the city limits, and the County of Napa outside city limits but within the RUL. The RUL is the urban planning boundary for the City and is the defined service area for the purpose of estimating water demand. The city limits cover about 95 percent of the RUL, the remainder is unincorporated areas of the County. Water is also served outside the RUL to customers in Congress Valley, the Silverado Country Club community, and users along the Monticello Road and the Conn Transmission Main. The largest water service area outside the RUL is the Vichy/Silverado Country Club area, which purchases water from the City of Napa Water Department under contract.

Napa's current water demands are met by three sources: Lake Hennessey, a 31,000 acre-foot municipal water supply reservoir built in 1946; Milliken Reservoir, with a capacity of 1,980 acre-feet with a dependable yield of 1,200 acre-feet taking into account entitlements of downstream users; and water purchased under contract from the North Bay Aqueduct (NBA) system. This water is predominantly from the Sacramento River but also includes water from Lindsey and Cache sloughs and local runoff from Barker Slough. The State Water Project (SWP) has contracted with the City to deliver an increasing supply of water over time to a cap of 18,800 acre feet in 2021. The Water Department estimates that the water from these sources could supply approximately 53,799 housing units with a population of 123,200. However, the State may not have the water resources to provide more than 45 percent of the City's NBA entitlement which could supply approximately 35,700 housing units with a population of about 81,700 (more than the expected 2020 population figure under the Draft General Plan). To date, the SWP has developed only about 55 percent of the water supply it has been contracted to deliver, and is not expected to complete its original plan.

The City of Napa's peak water demand occurs in the summer, when an average of 14 million to 20 million gallons a day are used by residents. Winter water demand averages approximately 6 million to 8 million gallons a day. The higher demand in summer is partially due to the irrigation needs of Napa residents. The Water System Master Plan (1996 Adopted 11/97) provides a detailed analysis of water demand from 1970 to 1994, including optimization and a breakdown of water supplied to City customers by user types. These figures show an expected increase from the current normalized demand of about 13,550 acre feet per year (af/year), to a projected demand of about 16,566 af/year in the year 2020. This is a relatively small increase of about 25 percent over this 25-year period, and is consistent with the small increase in projected population in the Draft General Plan.

Wastewater Treatment, Storage, and Disposal

The Napa Sanitation District (NSD) provides wastewater disposal for the City of Napa, the Silverado Country Club area, Napa State Hospital, and industrial parks around the Napa County Airport. The rural areas outside of the NSD and American Canyon County Water District service areas are served by septic tank and leach field treatment systems. The NSD has 16 major service areas with drainage basins defined by topography and creeks. Wastewater is collected through a system of 230 miles of main sewer lines.

NSD facilities for wastewater treatment consist of the Imola plant and the Soscol plant and 340 acres of active oxidation ponds. The Imola plant has a daily capacity primary treatment capacity of 8.0 million gallons per day and uses a primary treatment process. NSD discontinued use of the biofilters at the Imola facility in 1983 due to citizen complaints of excess odor production. In 1990, NSD began using the biofilters again during the winter months due to excess loading at the Soscol Plant. The Soscol plant maintained by NSD for the Napa American Canyon Wastewater Management Authority (NACWMA), has a capacity of 15.4 million gallons, per day with 1.54 million gallons per day of oxidation pond capacity reserved for American Canyon's wastewater which is the nominal hydraulic capacity of the plant in its existing configuration. Even though non wet weather flows are approximately 8 million gallons a day, the biological capacity is exceeded during certain times of the year. As a result, the ponds have consistently displayed low dissolved oxygen readings and produced periodic odors. Both the Imola and Soscol plant facilities have inadequate solids handling facilities and treatment capacity.

Currently the City of American Canyon is served by the Soscol Treatment Plan. However, the American Canyon City Council has voted to disconnect from the Soscol Treatment Plan, although the district has not received a formal notice to disconnect. This disconnection will not substantially reduce the loading on the ponds. During critical times, the departure of American Canyon would reduce loading on the ponds from 200% of capacity to 180% of capacity. Should the City decide to stay connected to the District's facilities, additional upgrades to the Soscol Plan will be required with costs of the upgrades paid for with fees from the City of American Canyon.

In 1984, the Regional Water Quality Control Board (RWQCB) set the NACWMA's effluent discharge rates into the Napa River to zero between May and October because summer season low-flow volumes were not enough to provide 10:1 dilution of treated effluent. During the wet weather months of November through April, treated effluent is discharged into the Napa River from the Soscol plant near the Napa County Airport. In order to comply with RWQCB requirements, NSD began contracting with local ranchers during the mid 1980s to irrigate their pasture land with reclaimed water. Pasture irrigation and the use of the district's oxidation ponds for summer effluent storage has also helped the NSD reduce its wastewater treatment costs. Currently, river disposal and pond storage systems are being used to their maximum allowable capacity. Increased flows resulting from population and business growth will necessitate expanded water reclamation efforts.

The NSD's 1990 Wastewater Master Plan recommends improvements to address future wastewater treatment and disposal needs for the City. The NSD has begun to implement phases of the Master Plan designed to ensure that the district will be able to meet the City's projected demands. Phase I of the treatment plant upgrade is nearing completion. This project involves construction of facilities that will allow the quality of water that the District produces for reclamation to be upgraded from Title 22 restricted use to unrestricted use, but does increase treatment capacity of the plant. In order for additional capacity to be available at the plant, subsequent plant upgrade projects will need to be constructed. Phase 2, which will increase the capacity of the plant in order to provide service to developments that are authorized by the City and County of Napa's General Plan, and are within the District's service area, is in the preliminary design stages and is currently being contemplated for approval by the District's board.

Solid Waste

The City of Napa lies within Napa County's Garbage Zone 1. This zone administers collection of all solid waste in Napa County south of the City of Yountville. In the past, Napa's solid waste has gone to the American Canyon Landfill. This 122-acre Class III landfill site was closed in 1995.

Napa County, through a Joint Powers Agreement with the cities of Vallejo and Napa, formed the South Napa Waste Management Agency (SNWMA) in August 1993 to deal with American Canyon Landfill's closure. The SNWMA constructed a 35-acre solid waste transfer station south of Napa at the Airport at 889 Devlin Road; the transfer station began operations on July 1, 1995 and serves the same geographic area previously serviced by the American Canyon Landfill. It is designed to process and transfer commercial, industrial and self-haul delivered solid waste and can handle an average of 520 tons per day (1,440 tons per day under peak conditions). Solid waste is shipped to the Roosevelt Regional Landfill in Washington state. The transfer facility is open 12 hours per day, Monday through Saturday, with the majority of solid waste delivered during the weekdays between 9 AM and 3 PM.

Gas and Electric

Electricity services in the City of Napa are provided by the Pacific Gas and Electric Company (PG&E). The City of Napa is fed from four electric substations as follows: 1) Tulocay Sub, south of Napa on Highway 221; 2) Basalt Sub, south of Napa on Highway 221 and north of Tulocay Sub; 3) Napa Sub, 300 Burnell Street, near the Napa fairgrounds; and 4) Pueblo Sub on Big Ranch Road, north of Napa. Overall electricity consumption for 1993 was approximately 306,208,405 kilowatt hours (kWH). Of this amount, 145,443,383 kWH was used residentially. The balance of consumption was as follows: 1) small commercial - 37,853,838 kWH, 2) large commercial - 100,473,320 kWH, 3) agricultural - 1,978 kWH, 4) streetlights - 2,717,486 kWH, and 5) industrial - 19,718,400 kWH.

Gas services in the City of Napa are also provided by PG&E. The City of Napa is fed from two major gas systems. The first is from the south along Foster Road into west Napa, and the second system extends from the south along Soscol Avenue into east Napa. Overall gas consumption for 1993 was approximately 1,901,126 decatherms. Of this amount, 1,469,742 decatherms, or 77 percent, was consumed by residential customers. The balance of gas is consumed by agricultural, commercial, and industrial customers.

Impact Assessment and Mitigation

Significance Criteria

Police and Fire. In accordance with Appendix G (z) of the CEQA Guidelines, criteria for measuring the significance of effects on emergency services relate primarily to interference with emergency response plans or emergency evacuation plans. For this EIR, significant police and fire service impacts are defined if the proposed project would result in emergency response times greater than 5 minutes.

Water Supply. ~~A significant impact would occur if the City could not meet the projected maximum daily water requirements of permitted development or if development is proposed in areas outside the planned water service boundary. In addition, Appendix G, elements (f) and (g), of the CEQA Guidelines indicate that a project would normally have a significant adverse impact on water supply if it “substantially degrades water quality” or “contaminates a public water supply.”~~ A significant impact would occur if new development authorized by the General Plan increased water demand that exceeded the available existing or planned supply of the City of Napa Water System.

Wastewater Treatment, Storage, and Disposal. ~~A significant impact would occur if development resulted in dry weather wastewater flows that exceed the wastewater treatment, storage, and disposal capacity of the City or if development occurred in areas outside the planned sewage service boundary. A~~

significant impact would occur if new development authorized by the General Plan generated wastewater flows that exceeded the existing or planned wastewater treatment, storage, and disposal capacity of the Napa Sanitation District's system.

Solid Waste. If the solid waste generated exceeds the capacity of the landfill where such wastes are disposed, or the capacity of the transfer station, then a significant impact would occur.

Gas and Electric. Energy-related impacts would be considered significant if the proposed project:

- substantially increases overall per capita energy consumption, substantially increases reliance on natural gas and oil, or substantially decreases reliance on renewable energy sources, thereby resulting in wasteful, inefficient, and unnecessary consumption of energy; or
- has an adverse effect on local and regional energy supplies and/or on requirements for additional capacity.

Public Facilities. Other important community services/facilities include schools, libraries, and parks. Impacts to schools, libraries, and public parks from increased development, while important to the quality of life available in the City or project area, do not typically result in physical environmental impacts. The changes brought on by the proposed project such as overcrowding or overuse are not regarded as significant impacts under CEQA. In *Goleta Union School District v. Regents of the University of California* (1995), the Court of Appeal found that “[C]lassroom overcrowding, per se, does not constitute a significant effect on the environment.” Similarly, the Court of Appeal considers effects to public facilities or services as not automatically being significant effects of a project. CEQA analysis, however, would be required to discuss impacts related to physical changes to the environment from the construction and operation of new or expanded schools, libraries, or parks.

Environmental Analysis

Police and Fire Services

1. *Development accommodated by the Draft General Plan would increase the demand for police services but would not be expected to adversely affect response times. (I)*

Development accommodated by the Draft General Plan would occur primarily within the existing RUL boundaries, and a small percentage would be located in the areas where the RUL would be expanded. Development within the existing RUL would be readily served by the existing NPD beat structure. The NPD strives to maintain a five-minute maximum response time standard to Priority I emergency calls within this beat structure. For future development occurring within the existing RUL, the current beat structure would provide future response times comparable to current levels, which are considered acceptable by the City.

New development in areas where the RUL would be expanded would also not result in increased response times. The proposed RUL expansion would occur on the outskirts of the City in three of the City's Planning Areas: Planning Area 2 (Vintage) at the intersection of Big Ranch Road and Trancas Street; Planning Area 11 (River East) at the Napa State Hospital; and an area in the southern portion of Planning Area 7 (Westwood). Access to these areas is not restricted, since each area is situated on or near a major roadway. These areas are also adjacent to existing development within the RUL and existing police beat structures. The largest of the RUL expansion areas at the

Napa State Hospital is already developed and receives law enforcement services. The other two areas are relatively small. The area adjacent to the Westwood Planning Area, west of Foster Road, is surrounded on three sides by the existing RUL. The area adjacent to the Vintage Planning Area off Big Ranch Road and Trancas would extend the RUL by approximately 1/4 mile. Consequently, Priority I response times to each of these areas would be negligibly greater than to areas within the existing RUL.

While new development would lie within acceptable response times, policies and implementation programs contained in Chapter 4, Community Services, of the Draft General Plan Policy Document seek to maintain adequate police services commensurate with growth in the City of Napa. These policies and programs would also lessen police services impacts associated with expansion of the RUL. In particular, Policy CS-2.2 calls for maintenance of a police force sufficiently staffed to maintain a five-minute response time to Priority I calls, and Policy CS-4.1 calls for continuation of community-oriented education and involvement programs.

2. *Development accommodated by the Draft General Plan would increase the demand for firefighters and equipment but would not be expected to adversely affect emergency response times by Napa Fire Department personnel. (I)*

Development accommodated by the Draft General Plan would result in an increased number of structures and population within the RUL, thereby increasing the number of calls for service and the need for fire personnel. This expected increase in the demand for services would not adversely affect fire protection and emergency medical services due to policies and implementation programs in the Draft General Plan Policy Document. These policies and programs would serve to reduce potential fire protection service impacts and provide for the adequate provision and administration of fire/emergency services commensurate with the development of the City under the Draft General Plan. In particular, Policy CS-5.1 calls for the maintenance of adequate personnel and equipment necessary to provide fire suppression services for the City of Napa; Policy CS-5.6 calls for the provision of adequate fireflow throughout the community; Policy CS-5.8 calls for the continuation of mutual aid agreements with the California Department of Forestry, the County of Napa, and the American Canyon Fire Protection District; and Implementation Program CS-5.C calls for the City to prepare a Fire Services Master Plan that establishes a city-wide long range plan for providing fire suppression and medical aid services, defining areas of mutual aid and other jurisdictional responsibilities. These policies and measures are complemented by standard mitigations described in Policy Resolution No. 27, such as adherence to the Uniform Fire Code and the Fire Departments "Standard Requirements for Commercial/Residential Projects;" automatic sprinkler systems in all new buildings; and payment of fire and paramedic fees in accordance with Napa Municipal Code Chapter 15.78.

Water Supply

3. *Development accommodated by the Draft General Plan ~~would not~~ could result in demand in excess of the City of Napa's water supply system during drought years. (H) (PS)*

~~The City of Napa Public Works Department derived overall per capita water demand by dividing annual water production by the associated population. The resultant demands from the land use~~

~~based projection show an expected increase from the current normalized demand of about 13,550 af/year, to a projected demand of about 16,566 af/year in the year 2020.~~

~~This represents an increase of approximately 25 percent and is consistent with the projected population increase in the General Plan. In times of multi-year droughts, the City's existing water supply is insufficient to meet the City's needs. During these periods, customers have been asked to reduce usage through voluntary and mandatory conservation programs. During the life of the General Plan, multi-year droughts are not expected to be a significant impact upon the City's water supply system because water entitlements from the State Water Project (SWP) are growing significantly faster than projected growth in water demand within the City. However, periodic, unresolved environmental problems in the Sacramento River Delta and minimum flow requirements for endangered species make the reliability of the SWP entitlements unpredictable. As noted under the discussion of existing conditions, if the SWP entitlements were limited to 45 percent of the full contracted amount, there would still be sufficient water supply to meet the projected demand of the Draft General Plan to 2020.~~

Policies and implementation programs in Chapter 4, Community Services, of the Draft General Plan Policy Document emphasize continuation of water conservation programs, water demand management, and coordination with state and federal agencies. In particular, Policy CS-9.1 and Policy Resolution No. 27 call for the implementation of water conservation programs, and Policy CS-9.3 calls for an evaluation of the feasibility of the use of reclaimed wastewater in appropriate locations. To enable the SWP to meet its contractual obligations to the City, the Draft General Plan encourages state and federal agencies to cooperatively establish programs and projects to help achieve this end (Policy CS-9.6). As a means of limiting and preventing development beyond the City's RUL, the Draft General Plan seeks to control urban development in the City's Water Service Area beyond the RUL (Policy CS-9.8). In order to plan future and adequate water supply capacity and services to the City, the Draft General Plan calls for the implementation of the Public Works Department's Water System Optimization and Master Plan adopted in November 1997 (Implementation Program CS-9.A).

SWP Entitlement Buildups

The City of Napa currently has sufficient water supplies during normal and wet years as indicated in the Draft Water System Optimization and Master Plan. Due to the City's increasing entitlement from the State Water Project (SWP) and the minimal increase in water demand from growth through the year 2020, the City does not have a shortage of water supplies in normal rainfall years. During drought years when water supplies from local sources are reduced and the City's SWP entitlements are cut back, the City faces a current deficit in water supplies as do many other State Water Contractors. The City's current deficit during drought years is 4,200 acre feet of water assuming a reduction in SWP entitlements of 50% and a local reduction in water demands of 20% as a result of demand management programs which the City would implement during drought periods. The potential reductions in supply from the SWP is the reason why the City faces drought-year water supply shortfalls. This existing estimated 4,200 acre feet deficit in drought years will reduce each year as the City's SWP entitlement increases and based on the current schedule of entitlement build up from the SWP, the City will have sufficient water supplies in both dry and normal years after the

year 2012. The City's concurrent schedule of entitlement build up from SWP is greater than the City's water supply needs.

The City's water supply from the SWP was reduced by 80% in 1991 and by 55% in 1992 due to the drought the state experienced between 1987 and 1992. The Department of Water Resources (DWR) has adjusted how the SWP is operated due to the recent dry years and reductions in water supplies. Prior to 1991 DWR had never experienced multiple years of drought and were therefore hesitant to cut back deliveries in dry years. They are now operating the State Water Project very differently. Since 1992, Department of Water Resources has begun each year with restrictions in entitlement until rainfall and snowfall is adequate to ensure delivery of full entitlements to each State Water Contractor. This change in operation will result in more years when the City will experience small cut backs in its entitlement deliveries from the SWP, but will also result in less severe cut backs in any single year due to the more cautious management of the State's water supplies. This management approach will improve the City's water supply reliability because in normal and wet years the City has excess water supplies and only experiences a deficit if SWP entitlements are reduced more than 25%.

The City is able to reduce the impact of SWP entitlement cutbacks by taking advantage of Interruptible Entitlement water deliveries that are often available in wet winter months when there are excess flows within the Delta. These excess flows are a result of uncaptured runoff from the tributaries to the Delta. Delivered water from these excess flows are not considered entitlement deliveries, allowing the City to take more water than the allocated SWP entitlements in any given year. Interruptible Entitlements are unpredictable, but were available in 1991 and 1992 which were the worst years of the drought. Napa County water agencies with SWP entitlements were able to take 676 acre feet of Interruptible Entitlements in 1991 and 1,058 acre feet in 1992 over and above the normal SWP entitlements. This reduced the impact of SWP entitlement deliveries significantly. Solano and Napa County water agencies have been able to take advantage of Interruptible Entitlements because the location of the SWP's North Bay Aqueduct and where it connects to the Delta allows these agencies to benefit from these excess flow conditions in the Delta long before other State Water Contractors. The amount of water supply available in dry years from Interruptible Entitlement deliveries is available in most years to the City and improves the reliability of the SWP.

The Monterey Agreement

Recent agreements by the State Water Contractors has also resulted in improving the reliability of the SWP. The State Water Contractors drafted the Monterey Agreement in 1995 which has recommended changes in the SWP contracts to allow contractors to more easily enter into water transfer agreements and make adjustments to their entitlements and their entitlement build up rate. While the Monterey Agreement in its entirety has not yet been implemented, a final environmental document has been certified and many of the provisions are being implemented by DWR. This has also increased the SWP reliability by allowing State Water Contractors to better manage their water supplies. The City has requested the Napa County Flood Control and Water Conservation District (NCFCWCD) contact DWR on the City's behalf to pursue the acceleration of the City's SWP entitlement to the City's full amount of 18,800 acre feet. The City would satisfy its drought year water supply needs by accelerating to the full entitlement amount. The City's existing SWP

entitlement is 6,600 acre feet (1997) and increases by approximately 400 to 500 acre feet per year until it reaches 18,800 acre feet in the year 2021. When DWR cuts back deliveries of entitlements, it reduces the delivery by a percentage of the State Water Contractors current year entitlement. The City currently has a very slow build up of entitlement through the year 2021 when the City's entitlement reaches it full amount. Many other State Water Contractors have already reached or will reach their full entitlement much quicker than the City of Napa.. With a larger entitlement the City will receive more water in dry years because the reductions in deliveries will be a percentage of a much larger number resulting in a larger supply of water. Accelerating the City's SWP entitlements will not result in the need for additional physical improvements to the City's water system or the SWP.

SWP Drought Water Bank

During the recent drought, the Department of Water Resources developed an emergency drought water bank by purchasing water from the agricultural community and various agencies that had excess water available. This water was then made available for purchase by State Water Contractors. The program was well received and was so successful that in both 1991 and 1992 DWR was able to secure more water than was purchased from the drought water bank. The City of Napa did not take advantage of these water supplies because the City was able to purchase drought water supplies from Yuba County Water Agency. DWR has recently formalized the State Drought Water Bank program and has certified an environmental document (November, 1993) making plans to implement the water bank in future years to provide drought water supplies to State Water Contractors. This is another very viable option available to the City in the event another severe drought occurs.

Other SWP Drought Year Projects

Since the recent drought, the State Water Contractors have been meeting with DWR and actively encouraging the development of additional water supplies to increase the reliability of the SWP during drought years. DWR is currently pursuing two dry year water supply projects. The first is called the American Basin Conjunctive Use Project which will develop approximately 55,000 acre feet of additional water supplies in dry years (Pre-Feasibility Report, American Basin Conjunctive Use Project, February 1995). DWR solicited interest in this project and the NCFCWCD has contacted DWR on the City's behalf indicating interest in the project. The NCFCWCD has indicated to DWR that the SWP subcontractors in the county of Napa are interested in 2,800 acre feet of the 55,000 acre feet the project would potentially yield.

The second project being investigated by DWR is titled "State Water Project Supplemental Water Purchase Program" and is a project pursuing the development of a dry year water purchase program where contracts with various agricultural interests and other agencies would be developed allowing for the purchase of water supplies during years when the SWP could not deliver full entitlements to all State Water Contractors. This project would potentially provide DWR with 400,000 acre feet of dry year water supply that would be available to State Water Contractors for purchase in dry years. DWR has prepared and distributed a draft environmental document covering the project titled "State

Water Project Supplemental Water Purchase Program, Draft Program Environmental Impact Report, State Clearinghouse 94082033". Both of the projects listed above are options identified in the Draft Water System Optimization and Master Plan that are viable water supply alternatives available to the City to increase drought year water supplies. The referenced environmental documentation regarding these SWP programs are available for review at the City of Napa Public Works Department, 1600 First Street, Napa, CA.

Reclaimed Wastewater

Another option to improve the City's water supplies identified in the Draft Water System Optimization and Master Plan is the utilization of reclaimed waste water to offset potable water supplies currently being used to irrigate parks, a golf course, and other landscaped areas within the City. The City is currently negotiating terms of an agreement to allow the Napa Sanitation District to deliver reclaimed waste water to current City water customers to reduce the amount of potable water supplies used for irrigation purposes within the City's water service area. The area being proposed by the City and the Napa Sanitation District for the use of reclaimed waste water is the area south of Imola Avenue, east of the Napa River, and west of State Highway 221 (including the Napa State Hospital property), the south Napa Market Place, the Stanley Ranch, and the property owned by the Napa Sanitation District adjacent to Imola Avenue bordering the Napa River. It is proposed to off set the use of potable water used for irrigation of turf areas such as the Kennedy Golf Course, Kennedy Park, and the Napa Valley College. The use of reclaimed water in this area could off set approximately 400 acre feet of potable water currently being used for irrigation of landscaping and off set future development in this area that would otherwise use potable water from the City for landscape irrigation. This is another viable option to improving the City's water supplies in drought years.

Mitigation and Findings Concerning Level of Significance

Historical annual water production by the City over the last 25 years has ranged between about 10,400 and 15,200 af. Annual use of City water production during 1989 to 1994 ranged between about 10,400 and 14,100 af. The Draft Water System Optimization and Master Plan has predicted that annual water usage for the City of Napa Water System will be almost 16,600 af (in normal water years) by the year 2020. In addition, water demand by other entities that are at times supported by the City system (i.e., Calistoga, Yountville, Yountville Veteran's Home) will add an additional 1,460 af to the total demand (Draft Water System Optimization and Master Plan Volume I-Executive Summary, 1996).

Projected water yield in the year 2020 is expected to be approximately 35,200 af (in normal water years). In drought years, the City of Napa Water System demand is expected to be approximately 13,300 af (a 20% reduction of projected demand), while the projected drought year water yield of the City system is expected to be 9,100 to 14,800 af. Therefore, the City of Napa faces a potential water deficit in firm yield during drought years of its supply capacity to meet current annual demands and projected future demands during drought through the year 2012. This estimated deficit is contingent on the estimated firm yield for the local supply sources and the North Bay Aqueduct

(NBA). On an annual basis, the deficit appears to be in the range of 2,500 to 4,200 af for current conditions with the deficit reducing each year until water supplies match the City's demand for water in drought years in the year 2012. From 2012 to 2020 the City has sufficient water supplies to meet drought year demands.

As described above, Project and Alternative Descriptions, the City has submitted a request to the State of California to modify its Table A entitlements for NBA water, which would enable the City to meet water demand during drought periods by accelerating full achievement of the City's SWP entitlements to 1997 rather than 2021. Approval of this proposal by the SWP would result in a less than significant impact.

However, at this time, the proposal has not been officially adopted by SWP. If the Table A entitlements for NBA water are not accelerated as proposed, or a combination of other supply options are not established, the City cannot guarantee water delivery for either the current or future water demand during drought year conditions. The other options from the SWP for water supply during drought years include the Drought Water Bank, American Basin Conjunctive Use project, the State Water Project Supplemental Water Purchase program. A combination of these programs and/or acceleration of the NBA entitlement could be relied upon to provide for the projected drought year deficits through an adopted program and contracts that provide certainty for delivery. Until the city is able to secure a certain and guaranteed water source during drought year conditions there is a potentially significant impact. A mitigation for this potential impact has been proposed in the form of an additional policy that would require the city to monitor building permits (new water system hook-ups) and to limit permits if necessary in order to guarantee drought year water supplies to existing and proposed development until such time as a reliable drought year water supply is secured. New policy language will be added to the Community Services Element as follows:

The City of Napa shall determine the firm yield available from existing and future SWP water supply sources and shall monitor and if necessary limit growth (new water system hook-ups) in order to guarantee drought year water supplies to existing and proposed development. Growth shall be monitored and, if necessary, limited as follows:

- 1) The City shall not issue any building permits or similar ministerial entitlements for proposed structures that would increase net potable water consumption in the City or its service area in the absence of a letter from the Department of Public Works stating that approval of the permit or other entitlement will not adversely affect the City's ability to adequately serve the public health and safety needs of all of its water customers during drought conditions.*
- 2) In addition, when conducting environmental review for proposed development projects requiring General Plan amendments, specific plans, use permits, tentative subdivision maps, or similar discretionary approvals, the City shall include within the environmental document information assessing whether the City and its water suppliers are likely to have sufficient water supplies to adequately serve the proposed development and all other City water customers during drought conditions. In approving any such discretionary project, the City shall require, as a mitigation measure and conditions of approval, that the applicant(s) may not receive a final subdivision map or in the absence of the need for such a map, may not*

receive building permits or similar ministerial entitlements in the absence of a letter from the Department of Public Works stating that approval of the map, permit or other ministerial entitlement will not adversely affect the City's ability to adequately serve the health and safety needs of all of its water customers during drought conditions and that there will be sufficient water to serve the basic health, hygiene, and fire suppression needs of the community.

When contracts are modified or are executed with the SWP to secure additional reliable water supply for drought years or other dependable and adequate sources are guaranteed, the requirement to limit growth in the manner described above can be suspended.

The addition of this mitigation measure should reduce the level of significance for water supply during drought to less than significant; however, since water supply is ultimately dependent on several factors of nature which are out of the City or State Department of Water Resources control, drought year water supply remains uncertain for all water purveyors in California. As such, this impact is still considered potentially significant, even after mitigation.

As described above, the City has decided to revise the impact conclusions in this EIR related to water supply during drought times; however, based on past experience the City has demonstrated that there is sufficient supply, when combined with conservation practices, to ensure that there will be adequate water to preserve the health and safety of the citizens of Napa. In order to clarify the term “potentially significant” used in the conclusion above: such an impact would consist of a loss of landscaping due to landscape irrigation cutbacks and a certain level of inconvenience to citizens as they implement conservation practices in daily living. The “potentially significant” impact identified above is not an impact to the public health and safety due to insufficient water to serve basic health, hygiene and fire suppression needs of the community.

The City of Napa has a proven record of providing sufficient water during severe drought year conditions as experienced throughout the State in the early 1990's. In 1991, the City implemented mandatory water conservation measures and reduced water consumption by 33%. The City was able to reduce consumption without a threat to public health, or too much inconvenience to consumers, primarily by reducing the consumption of water for landscape irrigation. This maintained a dependable water supply for all other essential water needs.

Wastewater Treatment, Storage, and Disposal.

4. Development accommodated by the Draft General Plan would necessitate expansion of treatment capacity, solids handling facilities, and water reclamation efforts by the NSD. However, policies and implementation programs contained in the General Plan and implementation of improvements suggested in the NSD's 1990 Wastewater Master Plan would ensure that adequate wastewater treatment, storage and disposal facilities are available. Based on existing NSD facility capacity, impacts to wastewater treatment capacity from future development are significant. However, the City is proposing an additional mitigation in the form of a policy that would require that all new

applicants for development secure a "will-serve" letter from the NSD if the District notifies the City that a critical capacity situation exists. The mitigation would reduce the impact to less than significant. (I)

NSD wastewater treatment facilities consist of two plants; Imola and Soscol. ~~The Soseol plant is operating near capacity and both plants have inadequate solids handling facilities and treatment capacity. These problems have been addressed as part of the Soseol plant phase II improvements recommended in the NSD's 1990 Wastewater Master Plan.~~ The Soscol Plant is operating at nominal hydraulic capacity and has exceeded the biological capacity during several times of the year. Both plants have inadequate solids handling facilities and treatment capacity. These problems have been addressed in the NSD 1990 Wastewater Treatment Master Plan as part of the Soscol Plant phase II improvements which will add growth capacity for up to 10 years. When planned improvements are completed, NSD's capacity would serve a projected population of about 82,000, including the Silverado Country Club area.

NSD's 1990 Master Plan update was based on the following population projections for year 2012 (Sec. D.2.3):

<p align="center">Table 3.4-1 NSD Primary Service Area Population Projections NSD-ACCWD Master Plan Update</p>				
Year	RUL1	Silverado(2) Country Club	Unsewered(3) Population in RUL	Total Sewered Population
1985	60,900	1,846	4,130	58,616
1990	64,500	2,195	3,397	63,498
1995	67,700	2,544	2,664	67,580
2000	72,500	2,544	1,932	73,122
2005	75,100	2,544	1,200	76,444
2010	N.E.(4)	2,544	N.E.(4)	80,000
2012	N.E.(4)	2,544	N.E.(4)	82,000
<p>(1) ABAG 1985. (2) Estimated at 2.4 persons per dwelling unit and 100 percent occupancy. (3) Assumes 30 percent of 1985 RUL population outside of the City is sewerred, increasing to 80 percent by the year 2005. (4) N.E. = not estimated.</p>				

Excluding the Siverado County Club area, the plan assumed a population of approximately 79,500 within the RUL by 2012.

The Draft General Plan projects a 2020 RUL buildout population of 81,140, which is slightly lower than what the City of Napa's 1982 General Plan projected for the year 2012. With the reduced capacity of the new General Plan and the extended time frame, it is unlikely that Napa's RUL population would exceed 77,500 by the 2012, well within the planning assumptions used by NSD in its 1990 Master Plan update.

Currently, a portion of the treated effluent generated at the Soscol Plant is spray irrigated on four water reclamation sites owned or leased by the NSD (approximately 760 acres). This occurs principally between May and October when discharge to the Napa River is prohibited. NSD is also providing reclaimed water to the Chardonnay Golf Course for turf irrigation and will be providing reclaimed water for landscape irrigation to industrial parks located in the vicinity of the Napa County Airport in the future. General Plan policies provide for the expansion of this reclaimed water program. The river disposal and pond storage systems are currently used to their maximum allowable capacities. Additional reclamation area and infrastructure would be required to accommodate the future growth anticipated by the Draft General Plan and facility improvements are included in the NSD 1990 Wastewater Master Plan.

Clearly, wastewater flows from new development authorized by the General Plan cannot be accommodated by the existing NSD facilities and possibly cannot be accommodated by already planned NSD facilities. This is considered a significant impact. However, the City relies upon the NSD observing existing policy that they will continue to plan, design, finance, and construct facilities adequate to meet the needs of NSD's entire service area.

Chapter 4, Community Services, of the Draft General Plan Policy Document contains policies to minimize wastewater generation and thereby lessen the demand on the NSD treatment plant. Policy CS-10.1 calls for water-conserving designs and equipment in new construction and retrofitting with water-conserving devices, and Policy CS-10.2 supports continued efforts by the NSD to promote the use of reclaimed water. ~~Because the NSD is implementing improvements that would serve demand through approximately 2012, there is considerable uncertainty in the actual buildout of the General Plan, and there is sufficient lead time for NSD to initiate a study and construct necessary improvements, the proposed project would not be considered to have a significant effect on wastewater services. Continuing with proposed improvements and monitoring and planning for the possible need for plant expansion is therefore appropriate mitigation at this time.~~ To ensure that new demands from new city development will not exceed NSD's capacity, the City could require that all new applicants for development secure a "will-serve" letter from the Napa Sanitation District if the District notifies the city that a critical capacity situation exists. The City would not approve the new development without the "will-serve" letter. An additional Policy is recommended as a mitigation as follows:

The City shall coordinate development review with the Napa Sanitation District to ensure that adequate wastewater collection, treatment, and disposal facilities can be provided by the District by requiring that all new applicants for development secure a "will-serve" letter from the NSD if the District notifies the City that a critical capacity situation exists.

Where a critical capacity situation does exist, the City shall not issue, in the absence of a will-serve letter from the NSD, any building permits or similar ministerial entitlements for proposed structures that would increase net demand on NSD treatment capacity. In addition, when conducting environmental review for proposed development projects requiring General Plan amendments, specific plans, use permits, tentative subdivision maps, or similar discretionary approvals, the City shall include within the environmental document, information assessing whether NSD is likely to have sufficient capacity to serve the proposed development.

In approving any such discretionary project, the City shall require, as a mitigation measure and condition of approval, that the applicant(s) shall obtain the necessary will-serve letters from NSD prior to receiving approval of a final subdivision map, or in the absence of the need for a final subdivision map, prior to receiving approval of any required building permits or similar ministerial approvals.

The addition of this mitigation measure would reduce the level of significance for wastewater impacts to less than significant.(I)

Solid Waste

5. *Development accommodated by the Draft General Plan would increase the City's solid waste disposal requirements. However, the increase is not expected to result in significant impacts to the present solid waste disposal system. (I)*

Development accommodated by the Draft General Plan would increase the amount of solid waste produced by the City's population. The Napa County Solid Waste Transfer Station (located near the Napa County Airport) processes solid waste from the cities of Napa and Vallejo and parts of Solano and Napa Counties. Waste is shipped to the Roosevelt Regional Landfill in Washington state, the largest handler of rail-shipped solid waste in the country. According to the Napa County Countywide Integrated Waste Management Plan Siting Element (June 1996), there is adequate capacity at the Roosevelt site to meet the disposal needs for the planning horizon of the Draft General Plan (capacity is not expected to be reached until 2034).

Even though there would be adequate capacity at the Roosevelt Landfill, the City of Napa undertook an aggressive recycling program in 1991 that included adoption of a Source Reduction and Recycling Element and Household Hazardous Waste Element aimed at reducing the amounts and types of solid waste being shipped to the Roosevelt Regional Landfill over the next 20 to 25 years. In addition, policies and implementation programs contained in Chapter 4, Community Services, of the Draft General Plan Policy Document would ensure that the provision and administration of adequate solid waste disposal services are commensurate with development in the City to the year 2020. In particular, Policy CS-12.1 calls for the provision of waste reduction and recycling public awareness programs and Policy CS-12.2 calls for continued monitoring of the City's Source Reduction and Recycling Element to ensure that the City is meeting its goals. In concert with these policies, Policy Resolution No. 27 requires as a condition of approval for commercial, industrial, and multi-family projects submittal of a source reduction plan consistent with the Source Reduction and Recycling Element and provision of a recycling/solid waste enclosure (when the projects have common solid waste facilities). Implementation Program CS-12.A calls for evaluation/modification of the current

program in 1998 with a contingency plan of construction of a Materials Recovery Facility if AB 939-mandated 50 percent waste requirements are determined to be unachievable.

Gas and Electric

6. *Development accommodated by the Draft General Plan would neither substantially increase overall per capita energy consumption nor substantially increase reliance on natural gas and oil. (I)*

Natural gas and oil consumption would increase as a result of development accommodated by the Draft General Plan. However, these increases would be less than significant due to policies and implementation programs contained in Chapter 1, Land Use, and Chapter 7, Natural Resources, of the Draft General Plan Policy Document. These policies and implementation programs seek to offset the increased demand for energy resources resulting from new development by requiring that new commercial developments be designed to support mass transit and alternative modes of transportation (LU-5.3); encouraging developers to provide for on-site mixed uses that would allow employees to make non-work related trips without having to use their automobiles (LU-5.7); encouraging the use of bicycle facilities and pedestrian walkways in order to decrease the use of private vehicles (NR-5.1); encouraging land use patterns and management practices that conserve air and energy sources (NR-5.2); and promoting energy conservation/energy efficiency improvement programs that reduce demand from power-generating facilities (NR-5.3). In addition, Policy Resolution No. 27 requires as a standard mitigation or condition of approval the incorporation of energy conservation measures into project design and construction in accordance with applicable codes and ordinances. As a result, no substantial increases in per capita energy consumption or reliance on natural gas and oil would occur.

7. *Development accommodated by the Draft General Plan would not adversely affect local and regional energy supplies. (I)*

The same policies and implementation programs discussed in Impact 6 apply here and help to minimize energy consumption. Particular emphasis is placed on encouraging non-automobile modes of travel, such as walking and biking, which would reduce reliance on oil and natural gas.

Since the majority of Napa's future development would occur within the existing RUL, which is already served by four electric substations and two major gas lines, no new major infrastructure such as high voltage transmission lines or substations would be required to provide electricity and gas.

The RUL expansion areas would be considered new service areas, but no new construction of major infrastructure facilities would be warranted due to the location of these areas. Two of the areas, the one west of Foster Road and the one northeast of Big Ranch Road and Trancas, are small and located adjacent to the existing RUL and PG&E service areas. New minor distribution lines would be required to carry electricity and natural gas to these areas.

Public Facilities

8. *Development accommodated by the Draft General Plan would increase the need for public facilities (new schools, libraries, corporation yards, public administration buildings) and the need for active recreational sites (parks). Potential impacts related to the construction and operation of*

public facilities are too speculative to assess at this time; potential impacts related to the construction and operation of parks was evaluated in a certified EIR on the City's Park and Recreation Element in 1993. (I)

CEQA analysis is not required of impacts to quality of life issues such as school, library, or public park overcrowding due to increased development. However, CEQA does require analysis of potential, localized, site-specific impacts or changes resulting from new construction or expansion of these types of facilities.

The specific sites for public facilities are not known at this time. Furthermore, the timing of and construction schedule for any of these facilities are uncertain at this time, although Policy Resolution No. 27 requires the payment of required fees for public services in accordance with Napa Municipal Code Chapter 15.68. To define and analyze the potential impacts that may or may not result from the construction and operation of these facilities would be speculative. These future public facility projects would be subject to CEQA review on a project-by-project basis when, and if, construction is proposed at a future date.

With respect to new and improved park facilities, the City certified an EIR for the *City of Napa Parks and Recreation Element* in 1993. That EIR disclosed a number of potential impacts and mitigation measures, and remains applicable and relevant since the Parks and Recreation Element has been incorporated into the Draft General Plan. Copies of the Parks and Recreation Element EIR are available for review at the Napa Planning Department on First Street.

9. *Implementation of the proposed City trail system has the potential to cause indirect impacts to sensitive biological resources such as soil erosion and downstream sedimentation, excessive noise and lighting, and human encroachment. However, the design and location of proposed public trails would be consistent with resource preservation policies contained in the Draft General Plan and would keep potential impacts at less than significant levels. (I)*

As each portion of the proposed City trail system is implemented, the risk of potential and indirect impacts to sensitive biological resources exists. To help keep these impacts at less than significant levels, the City will protect riparian habitat along the Napa River and its tributaries from incompatible uses and activities (Policy NR-1.1). The City will also provide controlled access points in designated areas to prevent unrestricted public access to riparian habitat on public lands (Policy NR-1.8). Where appropriate, the City will locate new parks, trails, and overlooks adjacent to areas that are protected from development for reasons due to resource conservation, safety provision, or historic preservation (Policy PR-3.4). City standard mitigation measures related to water would require any new development introducing new impervious surfaces into the area to submit a drainage and grading plan designed in accordance with City Public Works Department Standard Specifications. These measures would also ensure that no construction materials are conveyed into the storm drain system. Standard mitigation measures related to lighting would require all new lighting to be shielded to avoid glare, and that low-level lighting be utilized in parking areas as opposed to high-intensity light standards (Policy Resolution No. 27).

3.5 CULTURAL RESOURCES

Existing Conditions

The first Napanas called themselves “Onasatis,” the Outspoken People. These original Napanas ~~were most likely related to the Coast Miwok and~~ lived in the vicinity of modern Napa until the early 1800’s. The remains of the Onasatis and other Native American tribes known to have resided in or near Napa may be found throughout the project vicinity. In addition to Native American peoples, Napa has a rich and historic heritage that resulted from the waves of settlers that came to the region. This is reflected in the City’s historic buildings and neighborhoods.

The City of Napa has had an active preservation program for more than 25 years. It began in the late 1960’s, with the adoption of the Historic Preservation Regulations. More specific City policies and laws designed to protect, enhance and perpetuate structures, sites and areas contained within Napa’s survey districts were developed in the 1970’s. An increasing public awareness of historic preservation issues in the City of Napa resulted in the creation of an advisory board to advise City staff on historic preservation matters. Since 1978, five historic resources surveys have been implemented resulting in the inclusion of 31 properties on the National Register of Historic Places list, designation of 26 as City of Napa Landmarks, and one as a State of California Historic Landmark. *Further background information regarding cultural resources within the RUL is available in Chapter 6, Historic Resources, of the Draft General Plan Background Report.*

Impact Assessment and Mitigation

Significance Criteria

The National Register of Historic Places (NRHP) is the official list of properties significant in American history, architecture, archaeology, engineering and culture and was designed to be used by the general public, local communities, state governments and federal agencies in their preservation planning efforts. The following criteria are the National Register’s standards for evaluating the significance of potentially significant historic properties. As provided in 36 CFR 60.6:

The quality of significance in American history, architecture, archaeology, engineering and culture is present in sites, districts, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history or;
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

Determination of the importance of a resource is not always straightforward. Archaeological sites are nonrenewable resources. This fact alone, however, is not considered sufficient cause for protective land management policies. Regarding archaeological site importance specifically, according to Appendix K, Section III of CEQA:

...an important archaeological resource is one which:

- A. is associated with an event or person of:
 - 1. Recognized significance in California or American history, or
 - 2. Recognized scientific importance in prehistory;
- B. can provide information which is both of demonstrable public interest and useful in addressing scientific, consequential and reasonable or archaeological questions;
- C. has a special or particular quality such as oldest, best example, largest, or last surviving example of its kind;
- D. is a least 100 years old and possesses substantial stratigraphic integrity, or;
- E. involves important resource questions that historical research has shown can be answered only with archaeological methods.

The basis for evaluating cultural resources that are both standing and subsurface as part of the complete historical record is founded in several existing laws and regulations. The Federal Section 106 compliance process, National Register of Historic Places criteria, the State Office of Historic Preservation (SHPO) and local planning ordinances all can impact a project. Application of the various regulations and guidelines depends upon the lead agency status and the permitting process. For purposes of this EIR, significant cultural resource impacts would occur if:

- significant historic structures are physically disturbed; or
- significant archaeological resources are disturbed.

Environmental Analysis

1. *Development accommodated by the Draft General Plan may result in the unearthing of, and possible disturbance to, subsurface historic structures and archaeological sites. (I)*

Based on studies performed in the project area, there is considerable evidence of cultural resources, including possible prehistoric resource sites from Native American tribes known to have inhabited the project vicinity.

If development associated with the Draft General Plan were to disturb an archaeological site or historical structure within the RUL, an adverse impact would occur. The importance of cultural resources/historic properties is assessed in several ways, including research value to scientists and educational, aesthetic, and/or cultural value to the community at large and to Native Americans. Scientific importance of a site is not necessarily proportional to the number of museum quality artifacts that a site contains, but to the data that are generated from a site.

The Draft General Plan Policy Document contains policies consistent with State Historic Preservation Office (SHPO) procedures to mitigate any potential impact that may result from the development anticipated with the Draft General Plan. The City will enforce current federal and state procedures for identifying, preserving, and protecting prehistoric sites (Policy HR-6.1). The Draft General Plan recommends requiring investigation during the planning process for all proposed developments in archaeologically sensitive areas in order to determine whether prehistoric resources may be affected (Policy HR-6.2). The City will also continue to enforce state mandates through its standard mitigation requirements (Policy Resolution No. 27) that require developers and/or construction personnel, upon discovery of remains during construction of a project, to cease all activity until qualified professional archaeological examination and reburial in an appropriate manner is accomplished.

2. *Development accommodated by the Draft General Plan would not result in impacts to historic properties within the City. (I)*

Within the project area, there are 31 properties that have been identified by the National Register of Historic Places, one State of California Historic Landmark, and 26 properties that have been given a local landmark designation by the City pursuant to local preservation ordinances. The locations of infill development cannot be determined at this time. Therefore, specific impacts to historical structures cannot be determined. However, policies and implementation programs contained in the Draft General Plan Policy Document would help to preserve and protect historic structures and resources in the City. The Draft General Plan recommends identification of structures and resources considered part of the City's cultural heritage (Policy HR-1.2); continual updating and amendment of the City's historic resources inventory with intensive surveys (Policy HR-1.3); implementation of the State Historical Building Code to preserve historic resources consistent with protection of life and safety (Policy HR-1.6); and advocacy of specific projects, legislation, and economic strategies that will realize preservation goals and policies (Policy HR-1.10).

Implementation Program HR-1.G recommends establishing procedures whereby properties on the list of architectural and historic resources are provided with alternatives to demolition. It is also recommended that the City adopt guidelines to guide rehabilitation, infill and new development in historic areas (Implementation Program HR-1.M). Endangered buildings would be sought out through programs developed to encourage their preservation and rehabilitation (Implementation Program HR-1.N).

In addition, the Land Use Element establishes policies for preservation of neighborhoods (Policy LU-1.1) and for recognizing the importance of historic properties districts as contributors to the City's identity (Policy LU-1.4). The land use designation of TRI (Traditional Residential) has been generally applied to potentially historic neighborhoods to further protect them from infill development that would be inconsistent in form and density with the existing pattern of development (Policy LU-4.1). The Land Use Element also includes policies that promote the long-term viability of historic neighborhoods and commercial areas by enhancing the physical relationship between the Downtown and surrounding neighborhoods (Implementation Program LU-10.B).

3. *The Draft General Plan provides for the identification and preservation of significant cultural and historical resources within the RUL. This preservation program will help to foster appreciation for the City's cultural heritage and significant historical and cultural resources. (B)*

When cultural or historical buildings, sites, and landscapes are demolished or taken away, the fabric of a city is damaged. Saving these cultural and historical elements makes sense for two reasons. From an economic perspective, restoration of a building or site can provide revenue to the local citizens and businesses. From a social perspective, preservation of historic neighborhoods, sites, and landscapes contributes to the diversity of a community and provides a variety of housing and recreation types for a wide range of the population at different stages of life.

Chapter 6, Historic Resources, of the Draft General Plan contains policies and programs that will support the preservation of the City's cultural and historical heritage. In particular, the City will identify historical buildings, sites, features, and districts that are reminders of past eras, events, and people; significant examples of architectural styles; irreplaceable assets; and examples of how past generations lived (Policy HR-1.1). The City will also identify and reinforce historic linkages between the natural and built environment (Policy HR-1.15) and encourage landscape plans that enhance historic areas (Policy HR-1.20). In cases where economic hardship is the deciding factor in determining preservation of a building or site, the City will investigate economic incentives involving historic federal, state, and local funding programs and/or loan and tax instruments (Policies HR-2.1 through HR-2.6).

3.6 VISUAL QUALITY

Existing Conditions

The Natural Setting

The City of Napa is located in the Napa Valley, which reaches north and east to the foothills and is relatively level and cultivated primarily with vineyards. Significant views available from public vantage points such as from SR 29 or from the Napa River area are of rolling hills and mountain ridges to the east and west that serve as a backdrop to the scenic valley floor. These distant views provide a sense of enclosure and a sense of place for the community and are important visual assets. In addition, the texture, pattern, and color of the vineyards outside of the City are dominant visual features, providing a sense of open space, and linking Napa to its agricultural heritage.

Riparian corridors are another important visual resource in the Napa area. Riparian corridors occur along the Napa River and its primary, secondary, and tertiary tributaries. These wooded areas extend inland from the river banks and function as linear oases among the residential subdivisions. In addition, they serve to define boundaries among neighborhoods and provide visual relief and open space opportunities. In many areas throughout the RUL, however, the Napa River and its tributaries are largely hidden from view, and public access along the banks is discontinuous and unimproved.

The Built Environment

While the City of Napa is by most measures a medium-sized city, residents and visitors typically think of Napa as a small town. This perception is due in large part to the City's small-town visual qualities. These include the unique visual character of downtown Napa, embodied in the historic architectural elements of Main Street and the pastoral qualities of the riverfront, and the downtown's relative distance from SR 29.

Gateways. Key gateways, or major visual entrances into and exits from the City of Napa, have been identified at four locations (see Figure 1-3 of the Draft General Plan Policy Document). From the north, a sense of entering the community begins near the State Road (SR) 29 juncture with Oak Knoll Avenue. Southern gateways to the City are at the SR 221 and SR 121 interchanges with Imola Avenue. A fourth entryway exists from the east along SR 121 where Monticello Road adjoins the Silverado Trail. From these points, the physical form and character of the community become perceptible to the motorist.

Neighborhoods and Districts. Residential development in Napa can be described using seven neighborhood typologies which focus on the set of physical features and relationships shared by a given neighborhood unit. The neighborhood typologies are A) post-war tract subdivisions; B) estate residential; C) period tract subdivisions; D) ranchettes; E) deep lot subdivision; F) traditional neighborhoods; and G) attached unit residential.

Most arterials in Napa are lined by commercial businesses, many of which are organized in lower quality strip-type developments. These developments sometimes occur side by side with little or no architectural character or quality, resulting in a visual chaos of building forms, parking lots and unrelated signs.

Views. Roadways with important scenic qualities within the RUL include SR 29, Dry Creek Road north of Redwood Road; Redwood Road west of the Dry Creek Bridge; Big Ranch Road north of Trancas Street; Coombsville Road east of Silverado Junior High School; Thompson Avenue; El Centro from Jefferson Street to Big Ranch Road; Old Sonoma Road west of the city limits; and Patrick Road. These roadways serve as key vantage points to the open space, rolling hills, ridgelines, and wetlands that define Napa's visual character.

Napa's visual character is further described in Chapter 1, Land Use, of the Draft General Plan Background Report.

Impact Assessment and Mitigation

Significance Criteria

Potential impacts resulting from a change in the visual setting are often subjective. To some, any development and change to the existing setting, regardless of the design, is considered adverse; others may consider any development to be beneficial. This EIR identifies significance criteria based on CEQA and general urban design principles.

According to the CEQA Guidelines, Appendix G (a and b) and the Environmental Checklist Form, significant visual impacts would occur if the proposed project:

- conflicts with the adopted environmental plans and goals of the community; or
- results in a substantial, demonstrable negative aesthetic effect, such as obstruction of a scenic vista or the creation of an aesthetically offensive site open to public view.

Environmental Analysis

1. *The Draft General Plan would ensure the preservation and enhancement of the visual character of existing urban uses in the RUL by imposing design standards on infill development. (I)*

Under the proposed project, a substantial amount of development would occur as infill on approximately 440 acres of vacant and underutilized land within the RUL. According to a 1994 survey, there are 858 acres of vacant land, of which only about half (438) is considered generally developable. These areas would be converted to urban uses under the proposed General Plan. Chapter 1, Land Use, of the Draft General Plan Policy Document establishes standards and policies for future development and redevelopment in Napa, focusing on growth that is consistent with the City's existing character and providing for the maintenance of open space.

Maintenance and enhancement of Napa's small-town qualities and community identity is a key theme in the Draft General Plan (Goal LU-1). To achieve this goal, the General Plan Update Citizens Advisory Committee in conjunction with City staff developed seven neighborhood typologies to describe the physical components and relationships shared by neighborhood units throughout the City. These components include streetscape, architectural character, topography and density. New residential development would be required to be consistent with the general neighborhood typology of the surrounding area (Policies LU-4.1 and LU-4.5). This would ensure the preservation of the integrity of existing neighborhoods and that new neighborhoods share the same qualities as the

existing neighborhoods (Policy LU-1.2). In addition, the City would adopt land use regulations that recognize, maintain, and promote historic patterns of housing densities and urban form.

New commercial developments would be required to adhere to design guidelines to be developed by the City addressing placement, scale, massing, and parking area design. These guidelines would emphasize the siting of parking areas in areas less visible from the street, placement of buildings to define street edges and spaces, and a unified pedestrian environment (Implementation Program LU-5.A). In addition, the City would develop commercial and office area standards for landscaping, streetscaping, signage, lighting, street furniture, and other related features (Implementation Program LU-5.B). The City would ensure that new industrial development is designed and operated to minimize adverse visual characteristics, such as unscreened storage yards and glare (Policy LU-7.4).

Standard mitigations contained in Policy Resolution No. 27 would serve to implement several of these policies. Specifically, all new lighting are to be shielded to avoid glare, landscaping plans are required, and separate architectural review is necessary for any signage for a project.

For all development, the City would promote an urban form that integrates the urban environment with the City's natural features (Policy LU-9.1). Towards this objective, the City would use the development review process to identify opportunities for the protection of significant species and groves or clusters of trees on project sites (Policy NR-1.7 and Implementation Programs NR-1.A, NR-1.B, and NR-1.C).

Within the RUL, land used for agricultural and grazing purposes is located throughout the City in areas such as Stanly Ranch, Foster Road, Big Ranch Road, Wyatt Road, and Browns Valley hills. Smaller sites of one acre or less are dispersed throughout the City. More than half of this land would be converted to urban uses. These natural resource areas are important elements of the visual quality within the RUL, contributing to a sense of openness and small-town character.

Although infill development would occur on land that is currently vacant and, in some cases, used for marginal agricultural production, the development of some of these vacant areas would not be considered significant when compared to the fundamental purpose of the General Plan which is to preserve the open space and agricultural setting of the Napa Valley. The visual quality provided by the open space surrounding the City would continue to provide a context and visual identity for Napa.

2. *The Napa General Plan would enhance the visual setting in the downtown area, along key gateways, scenic corridors, crucial corridors, and major roadways in the City. (B)*

One of the goals of the Land Use Element (Chapter 1) of the Draft General Plan Policy Document is to improve the character of downtown Napa (Goal LU-6). This goal would be accomplished through a variety of measures that would enhance the visual environment including promotion of pedestrian-oriented retail and commercial development (Policy LU-6.1), improvement of building facades and exteriors consistent with the visual character of downtown (Policy LU-6.2), promotion of the rehabilitation and reuse of historic downtown structures (Policy LU-6.3), and removal of blighting conditions at key entry points to make downtown more inviting for residents and visitors (Policy LU-6.8). In addition, the City would promote riverfront development that reorients downtown to the Napa River, thereby creating a scenic vista currently limited to public view (Policies LU-6.4 and LU-6.6).

Under the policies of the Draft General Plan, the City would also improve the appearance of key gateways to Napa. The City would refine the locations and concept of the key gateways and develop gateway and scenic corridor design guidelines for both public and private development to ensure attractive entrances to the City (Policy LU-1.5). The Draft General Plan designates SR 29, SR 121, and SR 221 as scenic corridors to be improved through undergrounding of utilities, increased landscaping, street tree planting, and other improvements (Policy LU-1.6). The Zoning Ordinance would be revised to include a Scenic Corridor Overlay Zone to apply to the scenic corridors (Implementation Program LU-1.B). In addition, the City would identify other major streets in the City which are important to the City's character, such as Soscol Avenue, and establish corridor streetscape design guidelines that will address adjacent land uses, signage, landscaping, street tree planting, and placement of public parking along these designated corridors (Implementation Program LU-1.C).

The Draft General Plan would also improve visual quality along crucial corridors in the City, identified in Chapter 3, Transportation, of the Draft Policy Document (Policy T-3.1) as:

- Imola Avenue West (SR 121) - from west of Lernhart Street to Soscol Avenue;
- Trancas Street - from SR 29 to Soscol Avenue;
- Lincoln Avenue - from Jefferson Street to Silverado Trail;
- Jefferson Street - from Trancas Street to Imola Avenue;
- Soscol Avenue - from north of Lincoln Avenue to Imola Avenue; and
- Silverado Trail (SR 121) - from Soscol Avenue to Trancas Street.

Along these corridors, the City would improve the appearance and internal integration of existing strip commercial areas by encouraging shared design features, shared signing, consistent landscape treatments across frontages, and other integrating features for new development or whenever an opportunity arises due to use changes within an existing strip area (Policy LU-5.2). Along all roadways, the City would encourage the siting of parking in areas less visible from the street (Policy LU-5.8).

3. *The proposed expansion of the RUL would not detract from the region's scenic resources. (1)*

The proposed project recommends the expansion of the RUL in ~~three~~ four areas: 13 acres west of Foster, northeast of the Big Ranch Road and Trancas Street intersection, northeast of Silverado Trail and Trancas Street and around the Napa State Hospital. The first area, west of Foster, is a small area on slopes greater than 30 percent. The area is at the southern end of a secondary ridge that extends from the Browns Valley Planning Area through the western flanks of the Pueblo and Westwood Planning Areas. The area is rural, with traditional subdivisions immediately to the north and half-acre parcels immediately to the south. Because the area is part of a larger visual unit that is already residentially developed, inclusion of this area for development at a proposed 0-2 units per net acre would not result in a substantial, demonstrable negative aesthetic effect.

The area northeast of Big Ranch Road and Trancas Street is currently developed with rural residences. This level area is flanked further to the north and east by non-crop agricultural uses and riparian vegetation. The northern and eastern boundaries of this RUL expansion area is a natural waterway. Lands beyond the creek are in intensive agricultural production. Accordingly, extension

of urban development to the creek would not eliminate critical visual resources or agricultural activities. Furthermore, proposed development near the sensitive riparian vegetation would be limited to a proposed density of 0-2 units per acre and further subject to provisions of a Big Ranch Specific Plan and General Plan policies for riparian habitat protection.

The area at the northeast intersection of Silverado Trail and Trancas Street has been incorporated land under the City's jurisdiction since 1973 and is within the City's sphere of influence. Placing the RUL around this parcel allows for the RUL policies for properties adjacent to agricultural and open space lands that protect and buffer urban uses from agricultural uses, to be applied to development of this parcel. The designation of this parcel as TC, Tourist Commercial, allows for the most visually compatible urban use of visitor serving development which emphasizes the historic role of Napa Valley in viticulture.

The final expansion area encompasses the Napa State Hospital. Because this area is already built, inclusion of this area in the RUL would not alter the region's scenic setting.

4. *The Draft General Plan protects the scenic resources, especially the vineyards, that dominate the visual landscape. (B)*

The Draft General Plan recommends policies and programs to assure that the natural scenic resources that characterize the Napa Valley are protected from urban development. The RUL has been delineated to preclude urbanization of the region's vineyards, hillsides, grasslands, and major marshlands. In particular, Policy LU-9.5 provides the City with an opportunity to restrict development if the underlying land use designation is inconsistent with conservation of critical environmental resources. An explicit example cited in the Draft General Plan of such inconsistency is if the project site is adjacent to or close to (within 1/4 mile) of important agricultural resources or other areas devoted to permanent agricultural activities. Policy LU-9.2 reinforces this emphasis on integrating the urban environment with natural features by calling for the City to apply special development standards to proposed development within or adjacent to riparian corridors and wetlands, hillsides, critical habitats, and agricultural lands outside the RUL.

5. *The Draft General Plan is consistent with the Napa County General Plan's Scenic Highways Element regarding Scenic Highways. (I)*

The Napa County General Plan identifies two highways that occur within the City of Napa RUL as potential scenic highway corridors: SR 29 and SR 121. The Draft General Plan designates these same highways as scenic corridors within the RUL and identifies the need to improve the scenic character of these roadways through landscaping, utility undergrounding, street tree planting, and other improvements (Policy LU-1.6 and Policies LU-5.2 and LU-5.8 described above under Impact 2). The policies and implementation programs listed in Chapter 1, Land Use, of the Draft General Plan are consistent with those of the Napa County General Plan Scenic Highways Element. The county recommends that these scenic corridors be protected and enhanced by preserving existing trees and shrubbery, imposing design standards on billboards, undergrounding utilities, limiting strip commercial development, and requiring design review for projects within view.

3.7 BIOLOGICAL RESOURCES

Existing Conditions

There are 17 major vegetation communities and associated wildlife habitat types in the Napa area, according to *A Guide to Wildlife Habitats of California* (1988), developed and published by the California Interagency Wildlife Task Group. These communities include four types of wooded areas, grasslands, chaparral, three types of wetlands and others. The most predominant communities within the RUL which are likely to be impacted by development (the valley foothill riparian habitat, wetlands, and grasslands) are described below. In addition, sensitive species which occur within the RUL are discussed below.

Habitats within and in the vicinity of the City's RUL are described in detail in Chapter 7, Natural Resources, of the Draft General Plan Background Report.

The Valley Foothill Riparian Habitat

The best example of the Valley Foothill Riparian habitat in the Napa region occurs along the Napa River and its primary, secondary, and tertiary tributaries or streams. At one time, a dense canopy of riparian habitat dominated by cottonwoods and willows lined the banks of the Napa River, but most of the remaining vegetation exists only within the river channel (i.e., below the tops of the banks). Within the City and environs, tributaries of the Napa River have also experienced destruction of native riparian habitat. A 1985 inventory of streambank erosion showed several areas of eroded streambanks ranging from moderate to severe.

Within the City, channelization and urban development have significantly modified the Napa River's original dense riparian forest so that only remnant patches remain. Large amounts of rip-rap protect the bank slopes in the lower third of the river within the City and support only a sparse cover of grasses and weeds. In other areas, exotic trees (acacia, eucalyptus, etc.) have replaced the native species.

The riparian habitat that remains within the City consists mostly of scrub/shrub and herbaceous vegetation with small patches of brackish marsh. Throughout downtown Napa, riprap or concrete rubble covers much of the river bank and is vegetated with herbs and shrubs. Further downstream, oak and mixed woodlands line the banks. Finally, as the river nears its mouth at San Pablo Bay, it is flanked by diked pasturelands (historical wetlands) and tidal marsh.

Fish such as striped bass, Chinook salmon, sturgeon, yellowfin goby, splittail and inland silversides occur in the river. The California Department of Fish and Game (CDFG) has identified the Napa River and six of its tributaries as migration routes, nursery habitat and spawning grounds for steelhead trout, including Napa, Redwood, Milliken, Tulocay, Browns Valley, and Sarco Creeks.

Wetlands

There are three types of wetland habitats in the Napa Valley, including freshwater emergent wetlands, saline (or saltwater) emergent wetlands, and seasonal wetlands. These types of wetlands occur throughout the Napa region primarily along native creeks and in the bottom lands of the Napa Valley.

Freshwater emergent wetlands occur in the City and environs in proximity to fresh water bodies, creeks, and in the upper portions of the Napa River above Lincoln Avenue. Brackish marshes occur along the margins of those portions of the Napa River under tidal influence for portions of the year (predominantly north of Horseshoe Bend and south of Lincoln Avenue). The saltwater marshes that are influenced by tidal fluctuations throughout the year on the Napa River occur south of Horseshoe Bend at the mouth of Soscol Creek to the San Pablo Bay.

The saltmarsh areas/slough systems of the Napa River provide valuable wildlife habitat such as nursery and feeding areas for the river's fish populations. In fact, the marshlands support more than 20 fish species, many of which find habitat in the lower Napa River. The striped bass nursery grounds is one of the major such habitats in the Sacramento-San Joaquin River system. The saltmarshes also are a major wintering ground along the Pacific Flyway for water fowl and support numerous shorebirds. The California clapper rail, a federally and state-listed endangered species, inhabits the Napa marsh, as does the weasel and the salt marsh harvest mouse, which is also a federal and state-listed endangered species. A federally listed endangered plant, soft bird's beak, also occurs in the Napa marsh, which is one of only about 10 remaining locations of this species.

Portions of the Stanly Ranch, the Airport North Industrial Area, and other lands south of the City (generally within the 100-year floodplain) historically were marshlands subject to the Napa River's natural tidal action. Filling and flood control projects have greatly reduced the amount of original saltwater marshland.

In the vicinity of the City, some brackish marsh remains north of Horseshoe Bend; however, most of the true saltmarsh areas occur south of the bend, outside Napa city limits. The only true remaining tidal saltmarsh in the area is at the mouth of Soscol Creek just outside the southern boundary of the City. Remaining undisturbed marsh areas are potentially restorable.

Seasonal wetlands and vernal pools can be found in the Napa River floodplain and its larger tributaries and in the vicinity of freshwater bodies within the planning area. A vernal pool is a shallow seasonal wetland habitat unique to west coast states that supports numerous plant species which occur in no other habitat. Several sensitive plant species can be found in vernal pools, such as dwarf downingia, Contra Costa goldfields, Sonoma sunshine, and legenere. Fairy shrimp are often found in vernal pools, and the pools provide potential foraging habitat for insect-eating birds (such as cliff swallows) and bats.

Numerous vernal pools/swale complexes are known to occur north of Green Island Road (south of the City). A particularly large one occurs on the east side of Highway 221 just outside the southeast limits of the City's RUL. This vernal pool is reported to have a population of Contra Costa goldfields, which is a federally proposed endangered plant.

Seasonal wetlands are of particularly high value to several wildlife species. Ducks such as mallards, shorebirds such as killdeer and greater yellowlegs, and songbirds such as American pipit and red-tailed blackbirds use these areas for foraging. The grasses in seasonal wetlands often remain green and set seed later than surrounding upland areas, thereby providing seeds for species such as the western harvest mouse and house finch.

Grasslands

The grassland vegetation community and habitat is composed of various annual grasses and herbs, and covers much of Napa's undeveloped, treeless valley bottomlands, foothills, and south-facing slopes. There

are two types of grassland habitat types in the Napa region, annual valley (non-native) grasslands and perennial valley (native) grasslands. The annual valley grassland is by far the most common of the grassland types in the Napa region and throughout the state and is now considered a naturalized plant community. The perennial valley grasslands are limited to relic stands of limited size.

The annual grasslands in the Napa Valley consist of expanses of predominantly non-native annual grasses and forbs. The perennial valley grassland type is dominated by native perennial grasses which remain green throughout the year, but typically contain a large component of annual grasses and forbs.

Grassland areas that remain within the RUL generally occur in hillside areas or in a patchwork of vacant or undeveloped parcels surrounded by urban development. Although lands within the RUL are intended primarily for urban development, the retention of some grassland, as well as chaparral and woodland, is a factor in preventing erosion and land instability and preserving the City's scenic qualities.

Sensitive Habitats and Species

The RUL contains wetland, riparian and woodland habitats that are known to have the potential to host sensitive plant and animal species. About 19 sensitive plant and wildlife species are known to occur in the Napa area (see Table 3.7-1). The only two sensitive plants known to occur in the RUL are Mason's lilaeopsis (*Lilaeopsis masonii*), a state-listed rare plant, and Contra Costa goldfields (*Lasthenia conjugens*), a federally proposed endangered plant. Mason's lilaeopsis is a small semi-aquatic plant that grows in the silt-filled cracks of old rotting dock pilings along the Napa River. Contra Costa goldfields is a small plant with a bright yellow flower often forming clusters or carpets of bright yellow in the early spring. It is known to occur in vernal pools and valley foothill grasslands in the southern portion of the planning area near Soscol Creek. It also occurs north of the City's planning area along the Silverado Trail north of Soda Creek. Another federally proposed endangered species, soft bird's beak (*Cordylanthus mollis* ssp. *mollis*), has been sighted in the Napa Marsh south of the City's planning area.

A number of rare or endangered animals have ranges or habitats in the RUL, but the only sensitive animals reported are the salt marsh harvest mouse (*Rethrodontomys ravientris*), a federally and state-listed endangered mammal, and the clapper rail (*Rallus longirostris obsoletus*), a federally and state-listed endangered bird, both of which have been sighted in the Napa Marsh. The California red-legged frog (*Rana aurora draytonii*) is a federally-listed threatened species with a habitat range that includes the Napa area. Suitable habitat for the frog occurs in some of the upper creek channels of the Napa area.

Plant and animal species are designated as sensitive because of their overall rarity, endangerment, restricted distribution, and/or unique habitat requirements. Federal and state Endangered Species Acts prohibit harming endangered and threatened animal species. Sensitive plant communities and wildlife habitats are recognized by the City of Napa, California Department of Fish and Game, U.S. Fish and Wildlife Service, and/or other federal and state agencies.

**Table 3.7-1
Sensitive Plant and Wildlife Species
Known to Occur in the Napa Area ¹**

Species	Status ²	Habitat and Reported Localities in the Area
<u>Plants</u>		
<i>Ceanothus divergens</i> (Calistoga Ceanothus)	USFWS: FSC CDFG: None CNPS: 1B, 3-2-3	Serpentine soils of chaparral, known to occur in hills east and west of Napa
<i>Cordylanthus mollis ssp. mollis</i> (Soft Bird's Beak)	USFWS: FPE CDFG: SR CNPS: 1B, 3-2-3	Coastal salt marshes; only 10 remaining occurrences, including Napa Marsh
<i>Downingia pusilla</i> (Dwarf Downingia)	USFWS: None CDFG: None CNPS: 2, 1-2-1	Vernal pools and valley foothill grasslands, known to occur near Horseshoe Bend
<i>Hesperolinon breweri</i> (Brewer's Western Flax)	USFWS: FSC CDFG: None CNPS: 1B, 2-2-3	Serpentine soils of chaparral and valley foothill grasslands, known to occur in the Suscol Creek area
<i>Lasthenia conjugens</i> (Contra Costa Goldfields)	USFWS: FPE CDFG: None CNPS: 1B, 3-3-3	Vernal pools and valley foothill grasslands, known to occur near Suscol Creek and on the Silverado Trail north of Soda Creek
<i>Lilaeopsis masonii</i> (Mason's Lilaeopsis)	USFWS: FSC CDFG: SR CNPS: 1B, 2-2-3	Brackish marshes, known to occur in the Napa River from near Lincoln Ave. downstream to near Suscol Creek
<i>Trifolium amoenum</i> (Showy Indian Clover)	USFWS: FPE CDFG: None CNPS: 1B, 3-3-3	Valley Foothill Grasslands; last seen in 1969, rediscovered in 1993 in Sonoma County; former distribution in Napa
<u>Wildlife</u>		
Birds		
<i>Accipiter cooperi</i> (Cooper's Hawk)	USFWS: None CDFG: CSC	Nesting in riparian habitats, sighted in the wetland and riparian habitats of Kennedy Park and may occur in other riparian habitats in the Napa area
<i>Accipiter striatus</i> (Sharp-shinned Hawk)	USFWS: None CDFG: CSC	Nests in riparian habitats, sighted in Kennedy Park and may occur in other riparian habitats in the Napa area
<i>Circus cyaneus</i> (Northern Harrier)	USFWS: None CDFG: CSC	Nests in tall grasses and sedges of seasonal wetlands and grasslands, sighted in Kennedy Park
<i>Dendroica petechia brewsteri</i> (Yellow Warbler)	USFWS: None CDFG: CSC	Nests in riparian habitats, sighted in Kennedy Park and may occur in other riparian habitats in the Napa area

**Table 3.7-1 (continued)
Sensitive Plant and Wildlife Species
Known to Occur in the Napa Area ¹**

Species	Status ²	Habitat and Reported Localities in the Area
<u>Wildlife (continued)</u>		
Birds (continued)		
<i>Icteria virens</i> (Yellow-breasted Chat)	USFWS: None CDFG: CSC	Nests in riparian habitats, known to nest in Napa County and may occur in Napa in riparian habitats
<i>Rallus longirostris obsoletus</i> (California Clapper Rail)	USFWS: FE CDFG: SE	Occurs in salt marshes and brackish marshes along California coast; breeding only in SF Bay area; inhabits Napa Marsh
<i>Speotyto cunicularia</i> (Burrowing Owl)	USFWS: None CDFG: CSC	Grasslands with ground squirrel burrows, reported sighting at Alston Park but not nesting
<i>Strix occidentalis caurina</i> (Northern Spotted Owl)	USFWS: FT CDFG: None	Old growth coniferous forest, reported in 1990 on slopes above Dry Creek, approximately 2 miles north of Alston Park
Amphibians		
<i>Rana aurora draytonii</i> (California Red-legged Frog)	USFWS: FT CDFG: CSC	In ponds and deep pools along creeks with dense vegetation cover; Napa is within this species range and suitable habitat occurs in some of the upper creek channels
<i>Rana boylei</i> (Foothill Yellow-legged Frog)	USFWS: FSC CDFG: CSC	Occurs in shaded rocky streams with shallow water, Napa is within this species range and suitable habitat occurs in some of the upper creek channels
Mammals		
<i>Rethrodontomys raviventris</i> (Salt Marsh Harvest Mouse)	USFWS: FE CDFG: SE	Salt marshes of San Pablo Bay; inhabits Napa Marsh
Crustaceans		
<i>Syncaris pacifica</i> (California Freshwater Shrimp)	USFWS: FE CDFG: SE	Creeks and streams with overhangs and clear water, reported in Huichica Creek south of the Napa area

¹ **Sources:** CDFG 1991, July 1996; City of Napa 1986a, 1991, 1992b; Phillip Williams Associates 1990; Skinner, M.W. and B.M. Pavlik 1994; U.S.FWS 1996.

² **Status:**

FEDERAL DESIGNATIONS

- FE Listed as Endangered by the Federal Government
- FT Listed as Threatened by the Federal Government
- FPE Proposed as Endangered by the Federal Government
- FPT Proposed as Threatened by the Federal Government
- C Candidate for Federal listing (Taxa for which U.S. Fish and Wildlife Services has sufficient biological information to support a proposal to list as Endangered or Threatened)
- FSC Federal Species of Concern (No legal status)

Table 3.7-1 (continued)
Sensitive Plant and Wildlife Species
Known to Occur in the Napa Area ¹

² Status:(continued)

CALIFORNIA DEPARTMENT OF FISH AND GAME DESIGNATIONS

SE	Listed as Endangered by the State of California
ST	Listed as Threatened by the State of California
SCE	California candidate for listing as endangered
SR	Listed as rare; not yet a candidate for other listings
CSC	CDFG "Species of Special Concern"

CALIFORNIA NATIVE PLANT SOCIETY DESIGNATIONS (SKINNER & PAVLIK, 1994)

List 1	=	Plants of highest priority
1A	=	Plants presumed extinct in California
1B	=	Plants rare and endangered in California and elsewhere
List 2	=	Plants rare and endangered in California, but common elsewhere
List 3	=	Plants about which we need more information
List 4	=	Plants of limited distribution (A watch list)

CNPS R-E-D Code

R (Rarity)

- | |
|---|
| <p>1 = Rare, but found in sufficient numbers and distributed widely enough that the potential for extinction or extirpation is low at this time.</p> <p>2 = Occurrence confined to several populations or to one extended population.</p> <p>3 = Occurrence limited to one or a few highly restricted populations, or present in such numbers that it is seldom reported.</p> |
|---|

E (Endangerment)

- | |
|--|
| <p>1 = Not endangered</p> <p>2 = Endangered in a portion of its range</p> <p>3 = Endangered throughout its range</p> |
|--|

D (Distribution)

- | |
|---|
| <p>1 = More or less widespread outside California</p> <p>2 = Rare outside California</p> <p>3 = Endemic to California</p> |
|---|

Impact Assessment and Mitigation

Significance Criteria

Significant biological effects are defined as those in which the proposed project would:

- substantially affect a rare or endangered plant or animal species or the habitat of the species;
- substantially diminish native habitat for wildlife or plants; or
- diminish the area or quality of a jurisdictional wetland.

Environmental Analysis

1. *One proposed endangered plant species (Contra Costa goldfields) and one rare plant species (Mason's lilaeopsis) are known to exist in areas proposed for urban development, and other sensitive species, such as the California red-legged frog, may occur in proposed development areas. However, existing federal and state laws and proposed policies in the Draft General Plan could avoid or minimize disturbance to these species. (I)*

The federally proposed endangered plant species Contra Costa goldfields (*Lasthenia conjugens*) occurs in the southern tip of the RUL and could be adversely impacted, or its habitat could be adversely impacted, by development in the southern portion of the River East Planning Area. Mason's lilaeopsis (*Lilaeopsis masonii*), a California-listed rare plant which occurs in the Napa River in the southern portion of the RUL, could be adversely impacted by development in the western portion of the River East Planning Area, the southeastern portion of the Central Napa Planning Area, or the northern portion of the Stanly Ranch Planning Area. The California red-legged frog (*Rana aurora draytonii*), a federally listed threatened species, has a habitat range which extends into the Napa area, but it is not known whether the frog inhabits specific areas planned for development.

However, federal and state Endangered Species Acts prohibit harming endangered or threatened plant, fish, and wildlife species. While the Contra Costa goldfields has been reported to occur in the southern portion of the RUL and Mason's lilaeopsis has been reported to occur along stretches of the southern portion of the Napa River, their exact locations and habitats, as well as those of any other sensitive species, would be determined prior to preparation of any development plans for areas where they may occur.

Potential impacts to the individual sensitive species or their habitats would be avoided or mitigated to an insignificant level by the following provisions of the Draft General Plan. One of the goals of the Natural Resources Element provides that the City recognize and support the preservation of rare, endangered, and threatened species and other unique and fragile biological elements (Goal NR-2). This goal could steer development away from the habitat of these sensitive species and any others which occur in the development area. To allow developers, while in initial planning stages, to select areas which are not likely to conflict with the protection of these species, the City will maintain information about the location of rare, endangered and threatened species (Policy NR-2.1).

Proposals for development in any areas with sensitive species would continue to be referred to state and federal wildlife agencies for review and comment (Policy NR-2.3). State and federal laws require development plans in such areas to include all appropriate analyses and mitigation plans.

The City has stated a specific interest in protecting riparian habitat along the Napa River (Policy NR-1.1), which is likely to provide added protection for Mason's lilaeopsis and any possible occurrences of the California red-legged frog. The Draft General Plan calls for protection of riparian habitat during waterway improvement projects (Policy NR-1.4), protection of existing wildlife habitat corridors (Policy NR-1.2), possible restoration of riparian habitats (Policy NR-1.5), protection of onsite habitat wherever possible (Policy NR-1.6), and controlled public access in riparian areas on public lands (Policy NR-1.8).

2. *Sensitive salt marsh species, including federal and state-listed endangered species, could be disturbed by development activity in the southern portion of the Stanly Ranch Planning Area. Policies and implementation programs contained in the Draft General Plan acknowledge these potential impacts and would serve to avoid or reduce the effects to an insignificant level. (I)*

Numerous sensitive salt marsh species occur in the salt marsh along the Napa River. These include a plant species, soft bird's beak (*Cordylanthus mollis ssp. mollis*), and two animal species, the salt marsh harvest mouse (*Rethrodontomys raviventris*), and the California clapper rail (*Rallus longirostris obsoletus*). Potential impacts to these species as well as the need for costly mitigation measures can be avoided by not developing any portion of a jurisdictional salt marsh. Figure 1-15 in the General Plan Policy Document designates the sensitive salt marsh areas of Stanly Ranch as PS-Public Serving. This designation provides for the preservation of large open space and resource areas.

Impacts to salt marshes and their sensitive inhabitants would be avoided or mitigated to an insignificant level through goals and policies included in the Draft General Plan. Specifically, the same goals and policies identified in Impact 1 above apply to protection of sensitive salt marsh species in Napa. Under these provisions, the City would provide information on the boundaries of salt marshes to discourage development in salt marsh habitats.

In addition, the City will apply special development standards to wetlands and critical wildlife habitat (along with other areas), including salt marshes (Policy LU-9.2). The City will review and modify existing regulations for the conservation and management of marsh, wetland, riparian, wildlife and plant habitats to ensure consistency with the General Plan (Implementation Program NR-1.A). Through this measure, the City can clarify its intent to avoid development of salt marsh habitat. In salt marshes where development may be unavoidable, the City will continue to refer development proposals to state and federal wildlife agencies for review and comment (Policy NR-2.3).

3. *Environmentally sensitive sites could be impacted by nearby development. However, proposed policies in the Draft General Plan would serve to avoid or reduce these effects. (I)*

Policy LU-9.3 states that, "The City shall encourage the maintenance of wildlife corridors and discourage the fragmentation of large natural plant communities when environmentally sensitive sites are developed." While this policy expresses an intent to maintain undivided natural areas, it implies that development may occur on sites with sensitive resources.

Policies have been included in the General Plan to provide alternative land use standards in order to integrate urban development with natural features (Goal LU-9, Policy LU-9.1) and reduce impacts to a less than significant level. Policy LU-9.2 promotes the continued use of special development standards for sensitive habitat areas. Policy LU-9.3 encourages the maintenance of remaining wildlife corridors and discourages the fragmentation of significant natural communities. Policy LU-9.4 encourages cluster development to separate sensitive areas from development. Policy LU-9.5 allows for density reduction if it is found that there is a specific environmental resource that would be affected by development of the projected density assigned by the General Plan. Implementation of all of these measures would reduce impacts to an insignificant level.

4. *Native terrestrial vegetation and habitats within the RUL could be damaged or eliminated by development. However, proposed policies in the Draft General Plan would serve to avoid or reduce these effects. (I)*

Much of the area available for development in the RUL is non-native grassland. However, some upland areas within the RUL retain some native vegetation, such as the chaparral communities and a few relic native grasslands. Some of these areas with both native and non-native vegetation may be displaced by development, and some may be temporarily impacted.

These impacts may be mitigated to an insignificant level by the following provisions in the Draft General Plan. The City plans to manage the natural resources and open space areas in and around the City to preserve and enhance plant and wildlife habitats (Goal NR-1). The City also will encourage the planting of native species in natural habitats (Policy NR-1.3). As a condition of approval by the City, development must provide protection for significant onsite natural habitat whenever possible (Policy NR-1.6). If avoidance is not possible, the City would permit equivalent mitigation off-site. During the development review, the City will also try to identify and protect significant species and groves or clusters of trees on projects sites (Policy NR-1.7).

3.8 GEOLOGY, SOILS, AND SEISMICITY

Existing Conditions

The City of Napa is located in a 35-mile long, northwest trending valley of the Northern Coastal Range. The valley, formed by regional folding and faulting, is flanked on the east by the Howell Mountains (1,500 feet) and on the west by the Mayacamas Mountains (2,000 feet). The eastern and western upland portions of this area have elevations that exceed 600 feet. Slopes on the valley floor are generally less than 5 percent, while those in the uplands commonly range from 5 to 30 percent.

The Coast Ranges, which traverse northern California in a northwest to southwest direction, are characterized by numerous active faults. The active regional fault zones that have potential to affect the Napa area include the San Andreas, the Hayward, the Calaveras, and the Healdsburg-Rodgers Creek faults, all capable of earthquakes in excess of 7.0 on the Richter Scale. There are three active faults within Napa County. From east to west, these faults are the Cordelia, the Green Valley, and the West Napa. It is estimated that these faults are capable of producing earthquakes with a Richter magnitude of up to 6.75, which translates to a VIII–IX on the Modified Mercalli Intensity Scale (County of Napa 1992). The Modified Mercalli Intensity Scale is divided into 12 levels of intensity; I is a barely perceptible effect whereas XII suggests catastrophic damage. The scale is generally subjective, based on personal observations of people who felt the earthquake.

Liquefaction results from groundshaking and is defined as the transformation from a solid to a liquid state as a result of increased pore pressure and reduced effective stress due to earthquake vibration. A soil's susceptibility to liquefaction is primarily a function of age, density, depth of sediment, and depth to groundwater. The poorly consolidated younger alluvium that occupies areas south of the City and along the Napa River roughly correspond to the historic marshland and consists of Holocene Alluvium and Bay Muds that may be subject to liquefaction or subsidence. Younger soils found on the Valley floor in the western portion of the City are also subject to potential liquefaction.

Most of the Napa area's unstable slopes are located on the west side of the valley in conjunction with weaker, less consolidated sedimentary rock. The volcanic base rock of the east side allows nearly vertical slopes to be considered stable. Within the RUL, the steepest slopes are found in the hilly areas west of Buhman Avenue and south of the Rollingwood subdivisions, north of Browns Valley Road and east of Pinewood Drive, and along (both inside and outside) the RUL from Browns Valley Road south to Highway 12/121. The hills surrounding the Browns Valley area to the west are particularly susceptible to landslides. *Further background information regarding geologic, soil, and seismic conditions in the RUL is available in Chapter 7, Health and Safety, of the Draft General Plan Background report.*

Impact Assessment and Mitigation

Significance Criteria

In the RUL, soil properties and proximity to active earthquake fault zones are the geotechnical factors of principal concern. The following geotechnical and seismic conditions would constitute significant impacts:

- Alteration of landforms that substantially change the topography or ground surface relief features.

- Pursuant to the CEQA Guidelines, Appendix G (r), exposure of people or structures to major geologic hazards, including earthquakes, landslides, mudslides, ground failure, or similar hazards such as settlement and groundshaking.

Environmental Analysis

1. *Development accommodated by the Draft General Plan would be susceptible to potentially strong groundshaking from earthquakes. The Draft General Plan would, however, minimize these risks to an acceptable level. (I)*

The San Andreas, the Hayward, the Calaveras, and the Healdsburg-Rodgers Creek faults are all located within approximately 35 miles of the City and could potentially expose residents to earthquakes of magnitude 7.0 on the Richter Scale. The Cordelia, Green Valley, and West Napa faults are three locally active faults that could produce earthquakes of up to 6.75 on the Richter Scale. Earthquake-generated groundshaking from these faults (Modified Mercalli Scale intensities of IX-XII) can cause both structural and nonstructural hazards such as falling ceilings and light fixtures, toppling exterior parapets, shattered glass, and the dislodging of furniture and equipment.

Chapter 8, Health and Safety, of the Draft General Plan acknowledges these hazards to public safety and recommends policies and programs to minimize risks from seismic events. In particular, the Draft General Plan recommends requiring all new buildings to conform to the structural and seismic requirements of the most recently adopted edition of the Uniform Building Code (Policy HS-1.1 and Policy Resolution No. 27). The City will discourage the siting of facilities necessary for emergency services, major utility lines and facilities, manufacturing plants using or storing hazardous materials, high occupancy structures, or facilities housing dependent populations within areas subject to very strong, violent, or very violent groundshaking (Policy HS-1.2). Soils and geologic studies are required for development proposals with large client populations within areas subject to very strong, violent, or very violent ground shaking (Policy HS-1.3 and Policy Resolution No. 27). Special construction features are required in the design of structures where site investigations confirm potential seismic hazards (Policy HS-1.4). The Draft General Plan also encourages the study and rehabilitation of high occupancy structures susceptible to collapse or failure during an earthquake (Policy HS-1.6).

2. *Development accommodated by the Draft General Plan would be susceptible to liquefaction hazards. The Draft General Plan would, however, minimize these hazards to an acceptable level. (I)*

Effects of liquefaction can range from minor settling of foundations and structures to severe subsidence. Liquefaction hazards occur generally along the length of Napa Creek, along Redwood Creek north to Redwood Road, along Browns Valley Creek west to Thompson Avenue, along the Napa River from Trancas Street south to John F. Kennedy Memorial Park, and in the southernmost portion of the City's RUL, below State Route 29. These areas are known to consist of Holocene Alluvium (HA) and Bay Muds (Qbm) that may be subject to liquefaction or subsidence.

The same policies and implementation programs discussed in Impact 1 above apply to this impact and would serve to minimize impacts of liquefaction hazards on new development to an insignificant level.

3. *Development accommodated by the Draft General Plan and located on slopes of 15 percent or greater would be exposed to risks of erosion and landslides. However, policies and implementation programs contained in the General Plan would reduce these risks to an insignificant level. (I)*

Areas of landslide susceptibility and steep slopes (15 percent slope or greater) generally occur together within the same portions of the RUL; along the western edges of Planning Areas 3 (Browns Valley) and 7 (Westwood), along the eastern periphery of Planning Area 6 (Alta Heights), and in the eastern portion of Planning Area 11 (River East). Soils are generally susceptible to erosion on steep slopes, particularly if vegetation is removed. Landslides are the most dramatic and obvious form of erosion and vary in size from large blocks of material and slumps to relatively small amounts of surface debris. The majority of these areas are built-out with very low proposed development densities (0-2 dwelling units per acre) or no proposed development. This minimizes the potential risks of landslides and erosion in these areas.

In addition, policies and implementation programs contained in Chapter 8, Health and Safety, of the Draft General Plan would help to minimize the risk of erosion and landslides in those portions of the RUL containing steep slopes. In particular, the Draft General Plan recommends that new development minimize grading and impermeable surfaces in high-erosion areas (Policy HS-2.1 and Implementation Program HS-2.A). The Plan also recommends preparation of erosion control plans on slopes of 15 percent or greater (Policy HS-2.4 and Implementation Program HS-2.C) and investigation and adoption of required geotechnical studies in areas with high susceptibility to landslides and erosion (Implementation Program HS-2.B). Standard mitigations in the City's Policy Resolution No. 27 implement these policies. Such measures include adherence to the City's Public Works Department Standard Specifications (related to grading, trenching, backfilling, and compaction operations), requirement to secure approved erosion and sediment control plans, hydroseeding of all disturbed slopes, and compliance with design and construction criteria recommended in project-specific Soils Investigation/Geotechnical Reports.

3.9 HYDROLOGY AND WATER QUALITY

Existing Conditions

Napa County is located in the Coast Range of northern California. The major surface hydrologic feature of this area is the Napa River which flows from Mount St. Helena to San Pablo Bay. The river runs approximately 40 miles in length through mountains, vineyards, pastures, urban and industrial development, and marshlands. The Napa River tends to carry a considerable amount of sediment and drains a watershed of 426 square miles. All but the southern 3.4 miles of the river lie in Napa County. Notable natural drainageways occurring in the RUL are Napa Creek, Browns Valley Creek, and Redwood Creek.

The Regional Water Quality Control Board establishes “water quality objectives,” the minimum quality that must be met to support a designated use. Within the RUL, water quality objectives are mostly satisfied for the Napa River. A 1973 study of groundwater quality data by the U.S. Geological Survey showed that the Napa Valley’s groundwater was generally of good quality but with high levels of sodium, boron, chloride and iron.

In 1950, the U.S. Army Corps of Engineers (COE) completed a navigation channel, making the river navigable from San Pablo Bay to Third Street in downtown Napa. The natural siltation process necessitates periodic dredging of the lower reaches of the river in the navigation channel. Since completion of the channel in 1950, the COE has dredged the river a total of four times.

Within the City of Napa, the lower portion of the Napa River can be characterized as a tidal influenced estuarine system. Upstream of Trancas Street, the Napa River is largely freshwater. As the river proceeds through the City, the water quality transitions from fresh to brackish. Tidal influences on the river affect both discharges to San Pablo Bay and water surface elevations extending upstream approximately one-half mile north of the City.

Flood events in Napa have been recorded since 1892. Historically, the most significant flood events occurred in 1940, 1942, 1955, 1960, 1963, 1965, 1967, 1973, 1979, 1982, 1983, and most recently in February 1986. Major floods have resulted in damage to commercial, industrial, residential, and agricultural areas. Flooding in the City occurs when the Napa River’s flow at Oak Knoll Avenue (just north of the city limits) exceeds about 15,000 cubic feet per second. Some areas (typically agricultural land) remain flooded for several weeks due to inadequate drainage, but one to three days under water is more typical. Flood hazard conditions exist along the entire length of the Napa River as it flows through the City as well as along the course of several tributary creeks. *Further background information regarding the area’s hydrology and water quality is available in Chapter 7, Natural Resources, and Chapter 8, Health and Safety, of the Draft General Plan Background Report.*

Impact Assessment and Mitigation

Significance Criteria

The Draft Napa General Plan would be considered to have significant adverse water quality or hydrologic impacts if development permitted by the plan would cause:

- substantial flooding, pursuant to CEQA Guidelines, Appendix G (q);
- exposure of life and property to increased flood hazards as defined by the Federal Emergency Management Agency (FEMA).
- substantial degradation of water quality (including siltation from erosion), pursuant to CEQA Guidelines, Appendix G (f and q);
- substantial interference with groundwater recharge, pursuant to CEQA Guidelines, Appendix G (I); and
- destruction of natural drainageways.

Environmental Analysis

1. *Development accommodated by the Draft General Plan would occur within the 100-year floodplain of the Napa River. However, adherence to Federal Emergency Management Agency (FEMA) regulations and participation in the National Flood Insurance Program would minimize potential flood hazards. (I)*

Development occurring within the 100-year floodplain of the Napa River would be exposed to potential flood hazards, but the risks would be minimized by adherence to FEMA regulations and participation in the National Flood Insurance Program, as required by policies and implementation programs in Chapter 8, Health and Safety, of the Draft General Plan. The Draft General Plan recommends continued provision of floodplain management to protect development within the 100-year floodplain of the Napa River (Policy HS-3.1) and continued participation in FEMA's flood insurance program (Policy HS-3.3). One of the City's standard mitigation measures related to water (see Policy Resolution No. 27) requires developers of areas in the flood hazard or floodway areas of the Napa River or its tributaries to obtain Certifications of Compliance with Public Works Department flood zone development requirements from a registered architect or civil engineer. The Plan also recommends continued assistance to the Army Corps of Engineers, Napa County and the public to fund and develop a Napa River Flood Control project if it is acceptable environmentally and financially (Policy HS-3.7). If the flood control management program is found to be infeasible, an evaluation of alternative means of addressing Napa River flooding will be developed that would allow development in areas currently constrained by floodplain, Flood Evacuation Area, or Floodway designations (Policy HS-3.9).

2. *Development accommodated by the Draft General Plan would add minimal runoff volumes to the City's stormwater drainage system. (I)*

The majority of land within the City's RUL is urbanized. The amount of additional impervious surface from new development would be minimal. Accordingly, additional stormwater runoff volumes and potential pollutant loading would be insignificant. In addition, policies and implementation programs contained in Chapter 4, Community Services, of the Draft General Plan would serve to keep potential storm drainage impacts at less than significant levels. The major recommendations considered in these policies and programs include continued collection of Storm Water System Service fees for needed storm drainage improvements and maintenance (Policy CS-11.2) and investigating the potential for impact fee collection to help accommodate the

effects of additional runoff from new development (Policy CS-11.4). The Plan indicates that the City intends to develop stormwater management programs to reduce waterborne pollution discharges (Policy CS-11.5). (This policy is recommended to be consistent with requirements of the Regional Water Quality Control Board's Basin Plan, which requires preparation of an Urban Runoff Management Program.) The Plan recommends requiring new development to obtain necessary NPDES permits and implementing feasible best management practices in the design of stormwater systems (Policies CS-11.6 and CS-11.7 and City of Napa Standard Mitigation Measures). Updating the City's Drainage Master Plan would help to set City priorities regarding the most needed improvements to the existing storm drainage system (Implementation Program CS-11.A).

Standard mitigations from the City's Policy Resolution No. 27 that support/implement these water quality objectives include requirements to perform construction activities in a manner that minimizes pollutants entering the stormwater system or ground water; to obtain necessary permits from the Regional Water Quality Control Board; and to properly store construction materials that could cause water pollution.

3. *Development accommodated by the Draft General Plan would not interfere with groundwater recharge. (I)*

Adverse effects to the area's groundwater recharge capability are not expected because the majority of the land within the RUL is already urbanized and the amount of additional impervious surface from new development would be minimal. Within the RUL, there are approximately 1,037 acres of undeveloped or agricultural land slated for development. This acreage represents 1.62 square miles, or 0.0038 percent, of the 426-square-mile watershed drained by the Napa River. Accordingly, the proportion of the watershed being converted to impervious surfaces and thereby potentially affecting ground water discharge is negligible. Furthermore, Policy Resolution No. 27 requires a developer of a project which introduces new impervious surfaces that would change the rate of absorption of drainage or surface runoff to submit a drainage and grading plan.

4. *Development accommodated by the Draft General Plan would not result in the destruction of natural drainageways. (I)*

The natural drainageways in the RUL include the Napa River, Napa Creek, Browns Valley Creek, and Redwood Creek. Development under the Draft General Plan would not destroy or significantly alter these drainageways because of policies and implementation programs contained in Chapter 7, Natural Resources, of the General Plan. These policies and programs provide recommendations to protection and enhancement the drainageways. In particular, the Plan recommends protecting riparian habitat along the Napa River and its tributaries from incompatible urban uses and activities (Policy NR-1.1). The Plan also provides for identification and protection of riparian habitats, controlled access to reduce impacts, and restorative plantings (Policies NR-1.2, NR-1.3, and NR-1.8 and Implementation Programs NR-1.A and NR-1.B). Moreover, all future waterway improvement projects within 100 feet of a waterway are subject to review to ensure that they protect and minimize effects on riparian and aquatic habitats (Policy NR-1.4 and Implementation Program NR-1.E). Finally, the Plan provides for regulation of watercraft speed to protect against bank erosion (Policy NR-1.D).

3.10 AIR QUALITY

Existing Conditions

Air quality at a given location is a function of local meteorological conditions, the amounts and types of pollutants being emitted, and the dispersion rates of pollutants within the region. The City of Napa is located within the Bay Area Air Quality Management District (BAAQMD). The BAAQMD measures ambient air quality conditions throughout the Bay Area. The Napa air quality monitoring station is located at 2552 Jefferson Street, which is centrally located within the planning area. The Napa station monitors ozone (O₃), carbon monoxide (CO), oxides of nitrogen (NO_x), and particulate matter smaller than 10 micrometers in diameter (PM₁₀). *Please refer to Tables NR-1 NR-2 and NR-2 NR-4 of Chapter 7, Natural Resources, of the Draft General Plan Background Report for recent data from the Napa air monitoring station and state and federal ambient air quality standards.* These data indicate that the Napa area is in conformance with all applicable standards except for PM₁₀.

The BAAQMD is in attainment for all air quality standards except for the California standard for ozone. To achieve and maintain compliance with federal and state standards, the BAAQMD, together with the Association of Bay Area Governments (ABAG) adopted an *Air Quality Management Plan* (AQMP) in 1982, the purpose of which was to identify pollutant sources, quantify present emissions, estimate future emissions, and examine pollutant control strategies for the attainment and maintenance of state and federal standards. Complementing the AQMP is the *Clean Air Plan* (CAP) which was prepared pursuant to the California Clean Air Act of 1988 and was most recently amended in 1994.

Regional meteorological conditions are dominated by the semi-permanent high pressure area in the eastern Pacific Ocean which is in large part responsible for the warm, dry summers and cool, wet winters. In the summer, this pressure center is located to the north, causing storm tracks to be directed north of California. The predominant wind direction in the area is northwesterly. In Napa, the heaviest rainfall occurs between November and April. Annual average rainfall in the City is 24.34 inches, and the mean annual temperature is 58.6 degrees Fahrenheit.

Please see the Air Quality section of Chapter 7, Natural Resources and Open Space, of the General Plan Background Report for further discussion of air quality in the City of Napa.

Impact Assessment and Mitigation

Significance Criteria

The determination of impact significance for air quality is based on criteria recently adopted by the BAAQMD. These criteria are contained in *BAAQMD CEQA Guidelines – Assessing the Air Quality Impacts of Projects and Plans* (April 1996). In Chapter 2, “Preliminary Review and Thresholds of Significance,” the guidelines establish three “tests” to measure the significance of air quality impacts applicable to general plans. These tests focus on the plan’s consistency with the most recently adopted regional air quality plan, the *Bay Area 1994 Clean Air Plan*. According to these tests, the updated General Plan would be consistent with the CAP if:

- the rate of increase in vehicle miles traveled (VMT) associated with the Draft General Plan is equal to or lower than the rate of increase in population for the City (based on ABAG's *Projections '94*);
- the Draft General Plan includes reasonable measures that would implement transportation control measures (TCMs) in the CAP (see Table 3.10-1); and
- the Draft General Plan establishes buffer zones around existing and proposed land uses that would emit potential odors and/or toxic air contaminants.

In essence, these tests help the BAAQMD determine whether the project would:

- conflict with adopted air quality attainment plans (CEQA Guidelines, Appendix G[a]); or
- violate ambient air quality standards, contribute substantially to an existing or proposed air quality violation, or expose sensitive receptors to substantial pollutant concentrations (CEQA Guidelines, Appendix G[x]).

Table 3.10-1
Clean Air Plan TCMs to be Implemented by Local Government

Transportation Control Measure	Description
1. Expand Employer Assistance Program	<ul style="list-style-type: none"> • Provide assistance to regional and local ridesharing organizations.
9. Improve Bicycle Access and Facilities	<ul style="list-style-type: none"> • Establish and maintain bicycle advisory committees in all nine Bay Area Counties. • Develop comprehensive bicycle plans. • Encourage employers and developers to provide bicycle access and facilities. • Improve and expand bicycle lane system.
12. Improve Arterial Traffic Management	<ul style="list-style-type: none"> • Continue ongoing local signal timing programs. • Study signal preemption for buses on arterials with high volume of bus traffic. • Expand signal timing programs. • Improve arterials for bus operations and to encourage bicycling.
13. Transit Use Incentives	<ul style="list-style-type: none"> • Expand marketing and distribution of transit passes and tickets. • Set up local transportation stores to sell passes, distribute information.
15. Local Clean Air Plans, Policies and Programs	<ul style="list-style-type: none"> • Incorporate air quality beneficial policies and programs into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips.

Source: BAAQMD, 1996.

Environmental Analysis

1. *The rate of increase in VMT associated with the General Plan would not exceed ABAG's projected rate of population increase. (I)*

ABAG prepares projections for the Bay Area's growth every other year. According to *Projections '94*, the set of projections used by the BAAQMD to prepare the CAP, the City of Napa's population would grow from 72,600 in 1995 to 84,300 in 2010, an average annual increase of 1.1 percent (*Projections '94* does not provide population estimates beyond the year 2010). According to an estimate prepared by Dowling Associates, the City's transportation consultant, the daily VMT within the City would grow by 373,200 from 1,193,900 in 1992 to 1,567,100 in 2020, an average annual increase of 1.1 percent. Thus, the projected rate of VMT increase would be equivalent to the population growth rate projected by ABAG, and on this basis, the Draft General Plan would be consistent with the CAP. Dowling Associates notes that trip data are taken from the traffic forecasting model prepared for the General Plan which included traffic passing through the City on State Highways. Since the VMT figure for the City includes this traffic, the comparative rate to City population growth would be even less than indicated.

2. *The proposed General Plan contains policies and implementation measures that would implement the transportation control measures in the Clean Air Plan. (I)*

Table 3.10-1 identifies the various TCMs that must be evident if a community's General Plan is to be found consistent with the CAP. The following discussion shows how the Napa Draft General Plan implements each TCM.

TCM 1: Expand Employer Assistance Program. The incentives for employer assistance programs provided by the Clean Air Act have recently been eliminated by the State. As such, the City programs are no longer funded but are promoted on a voluntary basis.

TCM 9: Improve Bicycle Access and Facilities. Chapter 3, Transportation, of the General Plan Policy Document contains policies and implementation measures that would implement TCM 9:

- establish five-foot bike lanes on both sides of all street at the collector level and above (Policy T-1.1);
- develop and maintain a safe, integrated bicycle route network through residential neighborhoods and connecting to county lands (Policies T-6.1 through T-6.8, T-8.1, and T-8.2; Implementation Programs T-6.A through T-6.G, T-8.A, and T-8.B);
- require the provision of bicycle racks and/or lockers for certain commercial and industrial projects (Policies T-7.1 and T-7.2 and Implementation Programs T-7.A and T-7.B); and
- require coordination between the Napa Valley Unified School District and property owners to develop cost effective bicycle access to school sites where such routes are deficient (Policy T-9.8).

TCM 12: Improve Arterial Traffic Management. The Draft General Plan would implement TCM 12 through Policy NR-5.6 in Chapter 7, Natural Resources of the Draft Policy Document. This policy calls for the City to continue and expand, as appropriate, the use of synchronized traffic signals on roadways susceptible to emissions improvement through approach control. The City currently has an automated signal preemption system, and relocation of bus stops is part of the overall stop improvement program underway. The City is retrofitting old buses to meet air quality standards and is purchasing CNG-fueled replacement buses.

TCM 13: Transit Use Incentives. Chapter 3, Transportation, of the Draft General Plan Policy Document contains several policies that would create incentives to transit use, in accordance with TCM 13:

- promote coordination of Napa transit services with inter-city and regional services and consolidate transit services to improve efficiency and improve commuter linkages to transit systems in other counties (Policies T-5.4 and T-5.5);
- encourage employers to provide discount bus passes to employees to promote alternatives to single occupancy vehicles in commercial development (Policy T-5.12); and
- encourage developers to provide financial support to alternative commute modes and to provide carpool parking spaces (Policy T-5.13).

In addition, Chapter 1, Land Use, of the Draft General Plan contains a policy that would require major new development projects to be designed to support mass transit and alternative modes of transportation (Policy LU-5.3).

TCM 15: Local Clean Air Plan, Policies, and Programs. TCM 15 would be implemented by policies contained in Chapter 1, Land Use, and Chapter 7, Natural Resources, of the Draft General Plan Policy Document. Key policies that fulfill the intent of TCM 15 would:

- encourage developers of larger commercial projects to provide on-site mixed uses that would allow employees to make non-work related trips without use of their automobiles (Policy LU-5.7);
- encourage land use patterns and management practices that conserve air and energy resources, such as mixed use development and provisions for local-serving commercial uses adjacent to neighborhoods (Policy NR-5.2); and
- encourage project designs that minimize direct and indirect air emissions (Policy NR-5.5)

In summary, the Napa General Plan Policy Document contains considerable evidence to support implementation of the TCMs critical to demonstrating an insignificant air quality impact.

3. *The Draft General Plan contains measures that would buffer residential development from sources of potential odors and/or toxic air contaminants. (I)*

Chapter 1, Land Use, of the Draft General Plan, acknowledges that potential conflicts, including odors and pesticides, can occur between residential uses and agricultural land. To prevent such

conflicts, the Plan would require a buffer, or agricultural setback, between residential uses on the periphery of the RUL and productive agricultural land outside the RUL (Policy LU-3.2). In addition, the Plan promotes the use of “feathering,” or allowing progressively lower density residential development within one-quarter mile of the RUL, in order to minimize potential urban/rural conflicts (Policy LU-3.3). The Plan also recognizes the potential adverse air quality effects of industrial development by requiring the City to ensure that industrial uses are designed and operated to minimize dust and air emissions, among other nuisances (Policy LU-7.4). As a result of these measures, the Draft General Plan would satisfy the third BAAQMD significance test and air quality impacts would be considered insignificant.

3.11 NOISE

Existing Conditions

Definition of Noise

Noise is generally defined as unwanted or annoying sound that is typically associated with human activity and which interferes with or disrupts normal activities. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, the perceived importance of the noise and its appropriateness in the setting, the time of day, the type of activity during which the noise occurs, and the sensitivity of the individual hearing the sound.

Measurement and Descriptions of Noise

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in units of decibels (dB). Most of the sounds we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies differing in sound level. The intensities of each frequency add to generate the sound we hear. The method commonly used to quantify environmental sounds consists of determining all of the frequencies of a sound according to a weighting system that reflects that human hearing is less sensitive at low and extremely high frequencies than at the midrange frequencies. This is called "A" weighting, and the decibel level measured is called the A-weighted sound level (or dBA). In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA curve.

Another sound measure known as the Community Noise Equivalent Level (or CNEL) is defined as the "A" weighted average sound level for a 24-hour day. It is calculated by adding a 5 decibel penalty to sound levels in the evening (7:00 P.M. to 10:00 P.M.), and a 10 decibel penalty to sound levels in the night (10:00 P.M. to 7:00 A.M.) to compensate for the increased sensitivity to noise during the quieter evening and nighttime hours.

Existing Noise Sources and Levels

The major sources of noise affecting the City of Napa include traffic, the Wine Train, aircraft noise, vineyard frost fans, diesel pumps, and other machinery associated with vineyard operations. Generally, automobiles are the most dominant contributor to ambient noise levels within the City.

In order to describe the existing noise environment at the project site, noise monitoring was performed at representative locations within the City. The results of the survey are presented in Table HS-8 of Chapter 8, Health and Safety, of the Draft General Plan Background Report. To supplement the noise measurements, vehicular noise levels were estimated using the Caltrans Sound-32 Traffic Noise prediction model. Existing traffic data for major roads in the project area were used as input to the model, along with data on posted vehicle speeds and truck-to-automobile vehicle mix. The existing vehicular traffic noise levels and contour distances are presented in Table 3.11-1.

**Table 3.11-1
City of Napa Existing 1992 Roadway Noise Contours**

Roadway Segment	ADT	Average Vehicle Speed	SPL at 50 feet	Perpendicular Distance from Roadway Centerline to Contour in feet (hard/soft) ⁽¹⁾			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
State of California Highways/Freeways							
SR 29							
Southern city limits to Trower	31600	60	77.6	90/74	287/160	909/345	2877/745
Trancas to Trower	26600	60	76.8	75/65	239/142	756/305	2393/659
Trower - northern city limits	24100	55	75.4	54/53	173/114	548/246	1733/531
SR 12 w/o SR 29	20700	55	74.6	-	144/101	456/218	1442/470
SR 121							
Silverado Trail s/o First Street	8200	35	65.7	-	-	58/55	185/119
Silverado Trail - First to Lincoln	11300	35	67.3	-	-	84/71	268/153
Silverado Trail n/o Lincoln	9500	35	66.4	-	-	69/61	218/133
SR 221 s/o Imola	25700	50	74.7	-	147/102	466/221	1475/477
Major Arterials							
Jefferson Street - Fifth to Trower Ave.	18500	35	69.7	-	-	147/102	466/221
Soscol Ave. - Silverado Trail to Trancas St.	22300	35	70.6	-	57/54	181/118	574/254
Redwood Road - Dry Creek Rd. to SR 29	14000	35	68.3	-	-	106/82	338/178
Trancas St. - SR 29 to eastern city limits	21800	35	70.5	-	56/53	177/116	561/250
Lincoln Ave. - SR 29 to Silverado Trail	7800	35	65.5	-	-	56/53	177/116
First Street - Browns Valley Rd. to California Blvd.	17500	35	69.4	-	-	137/98	435/211
Imola Ave. - SR 29 to Soscol Ave.	20000	35	70.1	-	51/50	161/109	511/235
Minor Arterials							
Dry Creek Rd. - Redwood Rd. to Trower Ave.	3900	30	61.8	-	-	-	75/65
Jefferson St. - Trower Ave. to Salvador Ave.	2900	30	60.5	-	-	-	56/53
Jefferson St. - Fifth St. to southern terminus	17000	30	68.6	-	-	114/86	362/187
Big Ranch Road - Trancas St. to northern city limits	6300	30	63.9	-	-	-	122/90
Browns Valley Rd. - Redwood Rd. to First St.	15600	30	68.2	-	-	104/81	330/176
Main Street - Fifth Street to Pearl St.	7200	30	64.5	-	-	-	140/99
Salvador Ave. - Linda Vista Ave. to Big Ranch Rd.	2900	30	60.5	-	-	-	56/53
Trower Ave. - Dry Creek Rd. to Sierra Ave.	5400	30	63.2	-	-	-	104/81
Redwood Rd. - western city limits to Dry Creek Rd.	5900	30	63.6	-	-	-	114/86
First Street - Silverado Trail to California Blvd.	17500	30	68.8	-	-	119/89	379/193
Second St. - California Blvd. to Main St.	13900	30	67.6	-	-	90/74	287/160
Third St. - Silverado Trail to California Blvd.	9900	30	66.0	-	-	62/58	199/125
Coombsville Rd. - Silverado Trail to eastern city limits	6300	30	63.9	-	-	-	122/90
Fourth St. - Third Street to Coombs St.	4300	30	62.2	-	-	-	82/70

**Table 3.11-1 (cont.)
City of Napa Existing 1992 Roadway Noise Contours**

Roadway Segment	ADT	Average Vehicle Speed	SPL at 50 feet	Perpendicular Distance from Roadway Centerline to Contour in feet (hard/soft) ⁽¹⁾			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Minor Arterials (continued)							
Old Sonoma Rd. - western city limits to Jefferson St.	5600	30	63.4	-	-	-	109/84
Imola Ave. - Foster Rd. to SR 29	7600	30	64.8	-	-	-	150/104
Imola Ave. - SR 221 to eastern city limits	5000	30	62.9	-	-	-	97/78
Collectors							
Austin Way / Pinewood Drive	1500	25	56.5	-	-	-	-
Beard Rd.	*	*					
Brown St. - Vallejo St. to Coombs St.	*	*					
Browns Valley Rd. - Buhman Ave. to Redwood Rd.	2100	25	57.8	-	-	-	-
Buhman Ave.	4600	25	61.1	-	-	-	64/59
Byway East	300	25	51.4	-	-	-	-
California Blvd. / Ornduff St.	10000	25	64.7	-	-	-	147/102
Calistoga St.	5300	25	61.8	-	-	-	75/65
Clark St.	2500	25	58.5	-	-	-	-
Coombs St. - Brown St. to Imola Ave.	7800	25	63.5	-	-	-	111/85
Dry Creek Rd. - RUL Line to Trower Ave.	1000	25	55.0	-	-	-	-
East Ave.	2500	25	58.5	-	-	-	-
El Centro Ave.	1800	25	57.2	-	-	-	-
Fifth St. - Coombs St. to Main St.	*	*					
Foothill Blvd.	1000	25	55.0	-	-	-	-
Foster Rd.	1900	25	57.4	-	-	-	-
Franklin St.	*	*					
Golden Gate Dr.	300	25	51.4	-	-	-	-
Kansas Ave.	3600	25	60.1	-	-	-	51/50
Laurel St.	1200	25	55.6	-	-	-	-
Linda Vista Ave.	4800	25	61.3	-	-	-	67/61
Main St. - Pueblo Ave. to Pearl St.	5300	25	61.8	-	-	-	75/65
Montecito Blvd.	*	*					
Orchard Ave.	1600	25	56.7	-	-	-	-
Partrick Rd.	*	*					
Pearl St.	5300	25	61.8	-	-	-	75/65
Pueblo Ave.	7800	25	63.5	-	-	-	111/85
Randolph St. - Pearl St. to Fourth St.	*	*					
Robinson Ln.	500	25	52.7	-	-	-	-
Seminary St. - Calistoga St. to Third St.	*	*					
Sierra Ave.	6000	25	62.3	-	-	-	84/71
Shetler Ave.	*	*					
Shurtleff Ave.	1700	25	57.0	-	-	-	-
Solano Ave.	3200	25	59.6	-	-	-	-
Sousa Ln.	1200	25	55.6	-	-	-	-
Spruce St.	*	*					
Stanley Ln.	*	*					

**Table 3.11-1 (cont.)
City of Napa Existing 1992 Roadway Noise Contours**

Roadway Segment	ADT	Average Vehicle Speed	SPL at 50 feet	Perpendicular Distance from Roadway Centerline to Contour in feet (hard/soft) ^(†)			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Collectors (continued)							
Terrace Dr.	400	25	52.1	-	-	-	-
Terra Verde Dr.	*	*					
Thompson Ave.	1300	25	55.9	-	-	-	-
Vallejo St.	*	*					
Walnut St.	*	*					
West Pueblo Ave.	2700	25	58.8	-	-	-	-
West Salvador Dr. (now Wine Country Dr.)	1500	25	56.5	-	-	-	-
Westview Dr.	3200	25	59.6	-	-	-	-
Yajome St.	*	*					

All Sound Pressure Levels (SPLs) given in A-weighted decibels or dBA. Contour lines given to nearest foot.
Calculated using an assumed vehicle mix of 96% Cars, 2% Med. Trucks, 2% Heavy Trucks. Free flow vehicle speeds utilized.

(†): Assumed to be line-of-sight distance. Upper values indicate hard-site propagation distance, lower values indicate soft-site propagation distance.

(*): Traffic data not available.

(-): Noise contour is coincident with traffic right-of-way taken as 50 feet from centerline.

Traffic Data Source: Dowling Associates, Inc., 1996.

Further discussion of noise measurements and sources in the City of Napa can be found in the noise section of Chapter 8, Health and Safety, of the Draft General Plan Background Report.

Impact Assessment and Mitigation





Significance Criteria

Significant noise impacts would occur if the proposed project substantially increases the ambient noise levels for adjoining areas, pursuant to CEQA Guidelines, Appendix G (p). More specifically, significant noise impacts may be expected whenever the sound level exceeds the compatibility criteria identified in Figure 3.11-1 (Table 8-1 of the Draft General Plan). This criterion is applied in the context of long-term, city-wide impacts in accordance with standards from the CEQA Guidelines for general plan EIRs.

Environmental Analysis

1. *There would not be any new residential areas exposed to noise levels greater than 70 dBA CNEL from vehicular traffic. (I)*

Figure 3.11-1
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn or CNEL, db						INTERPRETATION
	55	60	65	70	75	80	
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							<div></div> <p>NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <div></div> <p>CONDITIONALLY ACCEPTABLE New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning features included in the design.</p> <div></div> <p>NORMALLY UNACCEPTABLE New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <div></div> <p>CLEARLY UNACCEPTABLE New construction or development should generally not be undertaken.</p>
RESIDENTIAL - MULTI FAMILY							
TRANSIENT LODGING MOTELS AND HOTELS							
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS AND NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS AND NEIGHBORHOOD PARKS							
GOLF COURSES, RIDING STABLES, WATER RECREATION AND CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING UTILITIES AND AGRICULTURE							

An analysis of projected vehicular traffic can be used to determine whether future ambient noise levels would increase under the Draft General Plan. Generally, a tripling of average daily traffic volumes (ADT) would result in an ambient noise level increase of 4.5 to 5 dB. While the resulting overall noise level may be acceptable for certain land uses, according to the land use compatibility criteria, such an increase would be perceptible to the human ear and would generally be perceived as a significant increase by existing noise-sensitive land uses, or “sensitive receptors,” such as residents, skilled care or intermediate care nursing facilities, and schools. Based on traffic data prepared by Dowling Associates, Table 3.11-2 summarizes the estimated distance in feet to various noise contours associated with vehicular traffic. Based on these estimates, the 70 CNEL, which is the critical threshold for residential development, would not be experienced by any sensitive receptors that are not already exposed to this level. Accordingly, there would be no exceedances of the land use/noise compatibility guidelines presented in Figure 3.11-1.

In those areas where noise levels may be normally or conditionally unacceptable, the noise section of Chapter 8, Health and Safety, of the Draft General Plan Policy Document establishes policies that would minimize noise impacts on both existing and new land uses. To minimize noise impacts for existing sensitive land uses, the City would use traffic management techniques to reduce the level of noise in residential neighborhoods to “normally acceptable,” as shown in the land use compatibility guidelines in Table 8-1 of the Draft Policy Document (Policy HS-9.3), evaluate and modify as necessary the City’s designated truck routes (Policy HS-9.12), and continue to enforce State muffler and exhaust laws (Policy HS-9.5). New development would be required to meet acceptable exterior noise level standards as established in the noise and land use compatibility guidelines (Policy HS-9.1) and an interior CNEL of 45 dB or less (Policy HS-9.13). In addition, the City would use CEQA as an enforcement mechanism (Policy HS-9.2).

The City would also encourage alternatives to the use of sound walls to attenuate noise impacts, such as careful site planning and building design, including clustering of residential development (Policies HS-9.7 and HS-9.14). Proper site planning to reduce noise impacts can include orienting buildings on a site in such a way as to exploit the site’s noise-attenuating features. By consideration of a site’s natural topography, size, and shape, it is often possible to reduce and possibly eliminate noise impacts from vehicular traffic. Site planning techniques include:

- increasing the distance from the noise source to sensitive receptors by creation of setbacks, or buffers;
- placing non-noise sensitive uses such as parking lots and utility areas between the noise source and receiver; and
- orienting usable outdoor living space such as balconies, patios, and children play areas away from roadways.

**Table 3.11-2
City of Napa Projected 2020 Roadway Noise Contours**

Roadway Segment	ADT	Average Vehicle Speed	SPL at 50 feet	Perpendicular Distance from Roadway Centerline to Contour in feet (hard/soft) ⁽¹⁾			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
State of California Highways/Freeways							
SR 29							
Southern city limits to Trower	46500	60	79.6	144/101	456/218	1442/470	4560/1013
Trancas to Trower	49200	60	79.9	154/106	488/228	1545/492	4886/1060
Trower - northern city limits	38000	55	77.7	93/75	294/163	931/351	2944/756
SR 12 w/o SR 29	24000	55	75.4	54/53	173/114	548/246	1733/531
SR 121							
Silverado Trail s/o First Street	12800	35	67.9	-	-	97/78	308/168
Silverado Trail - First to Lincoln	16700	35	69.2	-	-	131/95	415/205
Silverado Trail n/o Lincoln	14200	35	68.4	-	-	109/84	345/181
SR 221 s/o Imola	35900	50	76.4	69/61	218/133	690/287	2182/619
Major Arterials							
Jefferson Street - Fifth to Trower Ave.	17100	35	69.3	-	-	134/96	425/208
Soscol Ave. - Silverado Trail to Trancas St.	32000	35	72.5	-	88/73	281/158	889/340
Redwood Road - Dry Creek Rd. to SR 29	10800	35	67.1	-	-	81/69	256/148
Trancas St. - SR 29 to eastern city limits	27800	35	71.8	-	75/65	239/142	756/305
Lincoln Ave. - SR 29 to Silverado Trail	7500	35	65.3	-	-	53/52	169/112
First Street - Browns Valley Rd. to California Blvd.	21000	35	70.3	-	53/52	169/112	535/243
Imola Ave. - SR 29 to Soscol Ave.	26500	35	71.5	-	70/62	223/135	706/292
Minor Arterials							
Dry Creek Rd. - Redwood Rd. to Trower Ave.	5500	30	63.3	-	-	-	106/82
Jefferson St. - Trower Ave. to Salvador Ave.	4700	30	62.6	-	-	-	90/74
Jefferson St. - Fifth St. to southern terminus	19100	30	69.2	-	-	131/95	415/205
Big Ranch Road - Trancas St. to northern city limits	6800	30	64.2	-	-	-	131/95
Browns Valley Rd. - Redwood Rd. to First St.	10200	30	66.1	-	-	64/59	203/127
Main Street - Fifth Street to Pearl St.	6700	30	64.2	-	-	-	131/95
Salvador Ave. - Linda Vista Ave. to Big Ranch Rd.	2800	30	60.3	-	-	-	53/52
Trower Ave. - Dry Creek Rd. to Sierra Ave.	6900	30	64.3	-	-	-	134/96
Redwood Rd. - western city limits to Dry Creek Rd.	6100	30	63.8	-	-	-	119/89
First Street - Silverado Trail to California Blvd.	14800	30	68.0	-	-	99/79	315/170
Second St. - California Blvd. to Main St.	11000	30	66.5	-	-	70/62	223/135
Third St. - Silverado Trail to California Blvd.	12500	30	67.1	-	-	81/69	256/148
Coombsville Rd. - Silverado Trail to eastern city limits	7100	30	64.4	-	-	-	137/98
Fourth St. - Third Street to Coombs St.	1200	30	57.0	-	-	-	-

**Table 3.11-2 (cont.)
City of Napa Projected 2020 Roadway Noise Contours**

Roadway Segment	ADT	Average Vehicle Speed	SPL at 50 feet	Perpendicular Distance from Roadway Centerline to Contour in feet (hard/soft) ⁽¹⁾			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Minor Arterials (continued)							
Old Sonoma Rd. - western city limits to Jefferson St.	5700	30	63.4	-	-	-	109/84
Imola Ave. - Foster Rd. to SR 29	11800	30	66.8	-	-	75/65	239/142
Imola Ave. - SR 221 to eastern city limits	6500	30	64.0	-	-	-	125/92
Collectors							
Austin Way / Pinewood Drive	900	25	54.6	-	-	-	-
Beard Rd.	*	*					
Brown St. - Vallejo St. to Coombs St.	*	*					
Browns Valley Rd. - Buhman Ave. to Redwood Rd.	2600	25	58.7	-	-	-	-
Buhman Ave.	5200	25	61.7	-	-	-	73/64
Byway East	300	25	51.4	-	-	-	-
California Blvd. / Ornduff St.	6800	25	62.9	-	-	-	97/78
Calistoga St.	5600	25	62.0	-	-	-	79/67
Clark St.	2400	25	58.3	-	-	-	-
Coombs St. - Brown St. to Imola Ave.	9300	25	64.4	-	-	-	137/98
East Ave.	2100	25	57.8	-	-	-	-
Dry Creek Rd. - RUL Line to Trower Ave.	1800	25	57.2	-	-	-	-
El Centro Ave.	1700	25	57.0	-	-	-	-
Fifth St. - Coombs St. to Main St.	*	*					
Foothill Blvd.	1100	25	55.3	-	-	-	-
Foster Rd.	2200	25	58.0	-	-	-	-
Franklin St.	*	*					
Golden Gate Dr.	300	25	51.4	-	-	-	-
Kansas Ave.	5400	25	61.8	-	-	-	75/65
Laurel St.	1500	25	56.5	-	-	-	-
Linda Vista Ave.	2700	25	58.8	-	-	-	-
Main St. - Pueblo Ave. to Pearl St.	4600	25	61.1	-	-	-	64/59
Montecito Blvd.	*	*					
Orchard Ave.	2300	25	58.2	-	-	-	-
Partrick Rd.	*	*					
Pearl St.	5600	25	62.0	-	-	-	79/67
Pueblo Ave.	7500	25	63.4	-	-	-	109/84
Randolph St. - Pearl St. to Fourth St.	*	*					
Robinson Ln.	5000	25	61.5	-	-	-	70/62
Seminary St. - Calistoga St. to Third St.	*	*					
Sierra Ave.	3800	25	60.3	-	-	-	53/52
Shetler Ave.	*	*					
Shurtleff Ave.	1600	25	56.7	-	-	-	-
Solano Ave.	3700	25	60.2	-	-	-	52/51
Sousa Ln.	1700	25	57.0	-	-	-	-
Spruce St.	*	*					
Stanley Ln.	*	*					

**Table 3.11-2 (cont.)
City of Napa Projected 2020 Roadway Noise Contours**

Roadway Segment	ADT	Average Vehicle Speed	SPL at 50 feet	Perpendicular Distance from Roadway Centerline to Contour in feet (hard/soft) ⁽¹⁾			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Collectors (continued)							
Terrace Dr.	400	25	52.1	-	-	-	-
Terra Verde Dr.	*	*					
Thompson Ave.	1700	25	57.0	-	-	-	-
Vallejo St.	*	*					
Walnut St.	*	*					
West Pueblo Ave.	4000	25	60.5	-	-	-	56/53
West Salvador Dr. (now Wine Country Dr.)	2200	25	58.0	-	-	-	-
Westview Dr.	3200	25	59.6	-	-	-	-
Yajome St.	*	*					

All Sound Pressure Levels (SPL's) given in A-weighted decibels or dBA. Contour lines given to nearest foot.
Calculated using an assumed vehicle mix of 96% Cars, 2% Med. Trucks, 2% Heavy Trucks. Free flow vehicle speeds utilized.

(†): Assumed to be line-of-sight distance. Upper values indicate hard-site propagation distance, lower values indicate soft-site propagation distance.

(*): Traffic data not available.

(-): Noise contour is coincident with traffic right-of-way taken as 50 feet from centerline.

Traffic Data Source: Dowling Associates, Inc., 1996.

3.12 PUBLIC HEALTH AND SAFETY

For the purposes of this report, discussion of environmental hazards to public health is limited to hazardous materials. Other potential health and safety impacts are addressed elsewhere in this chapter: emergency response by police and fire staffs are addressed in Section 3.4, Community Services and Utilities; impacts associated with geology and seismicity are described in Section 3.8, Geology, Soils, and Seismicity; impacts related to water quality are described in Section 3.9, Hydrology; and impacts related to air quality are presented in Section 3.10, Air Quality.

Existing Conditions

Hazardous Materials Definition

As defined in Chapter 6.95 of Division 20 of the California Health and Safety Code, Section 25501(k), a hazardous material is:

...any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous Materials Storage, Usage, and Disposal in the City of Napa

Storage and disposal of hazardous materials within the City of Napa is under the jurisdiction of the Napa County Department of Environmental Management. Specific responsibilities include administration of an underground storage tank program, and oversight, review, and monitoring of individual business plans or hazardous materials management plans (HMMPs) required for all facilities storing hazardous materials above threshold quantities within the County. Approximately 1,000 companies throughout Napa have HMMPs on file with the County. A county-wide HMMP is currently in a draft stage. As such, there is no centralized inventory of all hazardous materials stored within the County.

The Department of Environmental Management is reviewing the individual HMMPs in order to generate a ranking system of facilities based on potential hazards. ~~A preliminary ranking indicates that the Imola Plant and the Sosecol wastewater treatment plants are the two highest ranking facilities within the City and County of Napa.~~ Once the rankings have been finalized, the most hazardous facilities will be required to submit Risk Management Prevention Plans (RMPPs) to assess the risks associated with chemical release from these facilities and to develop mitigation plans to minimize these risks to the community.

There are no authorized off-site treatment or disposal sites for hazardous wastes within the City or County of Napa.

The County Department of Environmental Management maintains a listing of approximately 200 to 250 leaking and/or contaminated underground storage tanks (USTs) located at approximately 100 sites throughout the County. Contamination at these sites is limited primarily (if not entirely) to hydrocarbon products released from fuel storage tanks. Tanks remain in the ground at only 10 to 15 of these sites as the majority of the contaminated UST sites were identified during actual tank removal procedures.

Bulk chemical storage in the City of Napa is primarily limited to small quantity storage of hazardous materials in individual commercial businesses, petroleum storage in underground storage tanks, and utility storage of water treatment chemicals. Some former tannery sites contain soils contaminated with heavy metals from previous discharges of solvents.

Petroleum products are stored in underground storage tanks at gasoline stations and plants throughout the City, including the City corporation yard (five tanks with approximately 45,000 gallons total storage capacity) and the Napa Valley Petroleum gasoline plant (with approximately 58,000 gallons total storage capacity). In general, gasoline plants and stations are concentrated along the Napa River below Eighth Street, Oil Company Road, Lincoln and Soscol, and Jefferson Street.

Hazardous materials transport within the City of Napa consists of truck transport of gasoline, liquid petroleum, and fertilizers. This transport is conducted primarily along State Routes 12, 29, 121, 128, and 221. Concerns due to hazardous materials transport includes the potential for spills, collisions, or combustion of these products which could result in toxic emissions, traffic disruption, pollution, or fires within the City.

The City adopted a Source Reduction and Recycling Element (SRRE) on October 1, 1991 which contains a separate Household Hazardous Waste Element (HHWE). The HHWE establishes short- and medium-term goals to reduce the amount of household hazardous wastes stored within the home for future disposal. Napa County has prepared a Preliminary Draft Integrated Waste Management Plan (December 1, 1995) that incorporates the City's SRRE and HHWE. Also, the County has submitted an application (December 29, 1995) to be approved as the Certified Unified Program Agency for all of the County's jurisdictions. Currently, the County Department of Environmental Management coordinates with the County Agricultural Commissioner Office to implement the following hazardous materials programs:

- Hazardous Waste Generator Program;
- Above Ground Tank Spill Prevention Control and Countermeasure Program;
- Hazardous Materials Business Plans;
- Risk Management and Prevention Plan; and
- Underground Storage Tank Program.

For further discussion of the storage, usage, and disposal of hazardous materials within the RUL, please refer to the Hazardous Materials section of Chapter 8, Health and Safety, of the Draft General Plan Background Report.

Impact Assessment and Mitigation

Significance Criteria

CEQA Guidelines, Appendix G (v), state that a significant impact would occur if a project creates a potential public hazard or involves the use, production or disposal of materials that could pose a hazard to human, animal, or plant populations.

Environmental Analysis

1. *Hazardous materials and waste associated with development accommodated by the Draft General Plan would not pose a significant hazard to people or animal and plant populations within the RUL or adjacent areas. The Draft General Plan contains policies and implementation programs that would reduce potential hazardous waste and materials impacts to an insignificant level. (I)*

The Draft General Plan would permit commercial and industrial uses with hazardous materials storage, usage, and disposal similar to existing uses, which are currently regulated by the County Department of Environmental Management. Chapter 8, Health and Safety, of the Draft General Plan Policy Document contains policies that would support the County's efforts to reduce the risks to health and safety from hazardous materials. These policies focus on supporting the County's proposed Integrated Waste Management Plan and the County's role as the Certified Unified Program Agency for all of the County's jurisdictions (Policies HS-7.2 and HS-7.3). In addition, the City will reevaluate, modify, and implement changes to the short-term goals of the Household Hazardous Waste Element, as necessary (Policy HS-7.1). The Health and Safety chapter of the Policy Document also contains policies addressing emergency preparedness and response that would maintain and improve effective hazardous materials incident response (Policies HS-8.1 through HS-8.18). The actions required by these policies include maintenance of emergency response plans, identification of evacuation routes, and city-wide rehearsal of the procedures established by the Disaster Management Plan.

Chapter 1, Land Use, of the Draft General Plan Policy Document would also minimize potential hazardous materials effects by requiring the City to ensure that industrial development is designed and operated to minimize hazardous materials generation (Policy LU-7.4).

Chapter 4

Other CEQA Issues

4.1 INTRODUCTION

This section provides a summary of impacts that cannot be mitigated to a less than significant level, aspects of the proposed project that could stimulate population or employment growth, and a discussion of the cumulative impacts associated with the proposed project.

4.2 UNAVOIDABLE ADVERSE IMPACTS

~~There are no unavoidable adverse effects associated with the adoption and implementation of the Draft Napa General Plan. In fact, no effects were found to be significant, because policies and programs included as part of the project would serve to mitigate potential environmental impacts.~~

The environmental analysis in Chapter 3 concludes that impacts of adoption and implementation of the new General Plan will be significant or potentially significant in three areas:

1. Prime agricultural soils within the City's RUL would be converted to urban uses. (Significant)
2. The SR 221 - SR 29 intersection would continue to operate at Level of Service F, largely due to cross-county traffic between Solano and Sonoma Counties. (Significant) In addition, uncertainty of funding for transportation improvements and city trips that impact roadways outside the city limits may create potentially significant impacts. (Potentially Significant)
3. Water demand could exceed the City of Napa's water supply during drought years. (Potentially Significant)

Conversion of prime agricultural soils within the RUL to urban uses is an unavoidable impact if these lands are designated for urban development. The only mitigation for this impact is to exclude the lands with prime agricultural soils from the RUL or to designate the lands for agricultural or open space use.

The continuing congestion at the SR 221 - SR 29 intersection is unavoidable from the City's perspective since the condition is largely due to cross-county traffic between Solano and Sonoma Counties, which is beyond the control of the City of Napa.

4.3 GROWTH-INDUCING IMPACTS

As required by Section 15126 (g) of the CEQA Guidelines, the growth-inducing effects of a project must be discussed. A project is considered growth-inducing if it could directly or indirectly foster economic or population growth. For example, extension of urban services or transportation facilities into previously unserved or underserved areas, or removal of obstacles to growth and development, would be considered factors that contribute to growth inducement. Growth could occur in the form of land development or increased numbers and concentrations of housing and jobs.

The Draft General Plan incorporates a growth management strategy emphasizing a *confined city policy* implemented through continued reliance on the Rural Urban Limit (RUL) and a *development pacing or*

staging system that ensures that the rate of growth would not exhaust the City's remaining residential land supply before the end of the planning period (i.e., 2020). This growth management policy meters the City's growth potential. The Draft General Plan's proposed land uses would accommodate a household population and work force generally consistent with ABAG regional growth projections. In addition, the proposed land uses would not require extension of public services or utilities to previously large, unserved areas. Therefore, no "surplus" capacity would be created that could induce additional growth.

4.4 CUMULATIVE IMPACTS

Cumulative impacts are those resulting from the proposed project in combination with other closely related, foreseeable projects. The analysis is important to provide decision-makers with a broader context in which to understand potential effects of a project. An individual project may by itself generate insignificant effects; however, in combination with other related projects, these insignificant effects may be significant. The CEQA Guidelines allow the cumulative analysis to be performed based on a list of related projects or a summary of projections in the general plan or related planning document (CEQA Guidelines, Section 15130 [b]).

Since the proposed project is a long-range planning document, it is reasonable that the cumulative analysis reflects ABAG's *Projections '96*. To confirm the appropriateness of this choice, Napa County staff was contacted to determine if other known or foreseeable projects should be recognized that may not be included in ABAG's forecasts. Consultation with the Napa County Conservation, Development, and Planning Department revealed that the only foreseeable project with which the proposed project may cumulate is the Draft Airport Industrial Area Specific Plan (1996). This plan, however, has already been included in the ABAG assessment of Napa County's population, housing, and employment figures. ABAG's projections for the City and County are presented in Table 4-1.

As defined above, cumulative effects consider the impacts from adoption of the Napa General Plan plus those from other development in the County. Whenever a significant cumulative effect is identified, mitigation will be required of all jurisdictions contributing to future development. Clearly, no one jurisdiction alone can mitigate significant cumulative impacts to an insignificant level. For example, cities can only exercise jurisdiction and adopt corrective measures within their city limits. It will therefore be incumbent upon each jurisdiction to mitigate for its share of, or contribution to, the cumulative impact.

Land Use. The Napa Valley is world renown for its scenic vineyards and open space resources. In recognition of the scenic, economic, and open space benefits provided by these resources, the County and each of the cities have embraced the concepts of urban-centered growth surrounded by a greenbelt. These concepts call for urban development to occur within the cities, communities to be separated by open space, and definitive boundaries to delineate urban areas from rural/agricultural areas. The Draft General Plan upholds these concepts by retaining the RUL. The proposed RUL expansion areas would not alter the overall land use pattern in the Napa Valley. ~~nor would they cause the conversion of agriculturally productive lands to urban uses.~~ Because the County and each of the jurisdictions work cooperatively to preserve the greenbelt and because the County has adopted growth control measures (Measure J), the ABAG growth forecasts would be accommodated primarily in the cities. Table 4-1 shows that of the 15,500 dwelling units projected for Napa County as a whole between 1990 and 2015, over 80 percent would be located within city spheres of influence. Consequently, the overall land use configuration within the County would be expected to remain unchanged, and the cumulative growth would not significantly affect this development pattern.

As the incorporated communities build out, there would likely be increased land use compatibility impacts at the urban/agricultural interface. These land use conflicts would arise as urban uses, unaccustomed to agricultural operations such as spraying, noise, dust, odors, and heavy truck traffic, develop adjacent or close to cultivated areas. This cumulative significant effect can be mitigated through agricultural buffers, deed notices, and reduced densities near the cities' urban expansion limits. The City of Napa includes such measures in its General Plan and is therefore mitigating its contribution to cumulative effects.

Transportation. The traffic analysis performed for the Draft General Plan and this EIR was based on ABAG forecasts for both the City and the County. Thus, the Average Daily Traffic (ADT) volumes and intersection levels of service projected for the City planning area already reflect the cumulative contributions from county-wide growth. As noted in Section 3.3, Transportation, ~~ten~~ nine new intersections would deteriorate from acceptable service levels to unacceptable service levels, if no traffic improvements were implemented. With the proposed improvements, ~~there would be no unavoidable significant effects.~~ all but one would operate within or close to the established criteria. The exception is the SR 221 - SR 29 intersection, which is currently operating at LOS F. Much of the increased traffic would be generated not by City growth but by cross-county traffic traveling between Solano and Sonoma Counties.

Table 4-1
Cumulative Growth Forecasts

	1990	2000	2010	2015/2020**
City of Napa (Draft General Plan)*				
Total Population	67,026	72,250	76,670	81,140
Dwelling Units	26,305	28,400	30,300	32,000
Jobs	28,640	33,620	38,190	42,720
City of Napa (ABAG)*				
Total Population	73,000	79,500	85,400	88,700
Dwelling Units	25,491	29,140	32,030	33,520
Jobs	26,450	29,690	36,570	38,970
Other Cities*				
Total Population	20,496	26,000	28,800	34,700
Dwelling Units	7,740	9,350	11,690	12,930
Jobs	10,370	12,410	17,100	17,180
Unincorporated County				
Total Population	22,708	27,200	27,400	29,100
Dwelling Units	8,081	9,270	9,890	10,400
Jobs	10,890	14,770	20,290	23,800
Napa County (Whole County)				
Total Population	110,765	132,700	144,700	152,500
Dwelling Units	41,312	47,760	53,610	56,850
Jobs	47,710	56,870	73,960	79,950

Sources: Napa Draft General Plan, Policy Document, August 1996; ABAG Projections '96.

* Figures are for city spheres of influence.

** Figures for City of Napa are for 2020; all other figures in this column are for 2015.

The analysis in Section 3.3 also considered the proposed project's effects on the Congestion Management Plan (CMP), a county-wide program to attain acceptable service levels by the year 2000 on critical travel corridors, primarily state highways. The Draft General Plan was found to be consistent with the assumptions used in the CMP and therefore cumulative traffic congestion impacts would not be significant.

Community Services and Utilities. For community services and utilities, the relevant cumulative study area is the service provider's service area. For most of the service providers, this area is coterminous with the city limits; it is the City Police Department that responds to calls for law enforcement, it is the City Fire Department that responds to firefighting calls, it is the City that contracts for the collection and disposal of solid waste. Because the impact assessment of the Draft General Plan examines growth within the entire planning area (within the RUL), the analysis performed in Section 3.4 of this document does consider the cumulative effects of development. Policies and programs recommended in the Draft General Plan would maintain current service levels and avoid significant effects such as prolonged response times.

For wastewater collection and treatment and for water supply, the applicable cumulative study area extends beyond the city limits. For wastewater, the Napa Sanitation District service area encompasses the City's RUL, plus the Silverado Country Club area, the Napa State Hospital, and industrial parks around the County Airport. With respect to water supply, the City provides water to the majority of users in lower Napa Valley, including Congress Valley, the Silverado Country Club area, and the customers along Monticello Road and the Conn Transmission Main. Development in these other communities could cumulate with demand from the City to overtax the capacity of the wastewater and water supply systems.

The demand analysis presented in Section 3.4 of this Draft EIR indicates that wastewater capacity may be exhausted before buildout of Draft General Plan (2020), by the year 2012, even with the implementation of the improvements recommended in the wastewater master plan. Thus, there would be significant cumulative impacts for wastewater treatment within the planning horizon of the Draft General Plan. Given the relatively long lead time to devise alternative solutions to wastewater treatment, it is expected that the Napa Sanitation District could implement treatment plant improvements or reclamation schemes by the time wastewater capacity becomes a serious constraint. Such improvements could include plant expansion, increased storage facilities, and expansion of land application on grazing and pasture lands and on golf courses and landscaped areas.

Water supply would be sufficient during normal years to serve development of the City according to the Draft General Plan. Table CS-8 of the Draft General Plan Background Report shows that water demand in the service area would increase from 12,700 af/year in 1994 (of which 12,100 was consumed in the RUL) to 18,000 af/year (of which 14,300 would be required by the RUL). The cumulative effects of this demand depends of the availability of State Water Project entitlements. ~~The contracted amount to the year 2021 would be sufficient to satisfy this projected demand. Even if the State Water Project entitlement were reduced 45 percent, the remaining entitlement plus the safe yields from Lake Hennessey and Milliken Reservoir would satisfy the cumulative demand. If state water supplies are curtailed more than 45 percent, however, there would be significant cumulative impacts for water supply.~~ During drought years when water supplies from local sources are reduced and the City's SWP entitlements are cut back, the City faces a current deficit in water supplies as do many other State Water Contractors. The City's current deficit during drought years is 4,200 acre feet of water assuming a reduction in SWP entitlements of 50% and a local reduction in water demands of 20% as a result of demand management programs which the City would implement during drought periods. The reductions in supply from the SWP is the reason why the City faces drought year water shortfalls. This existing 4,200 feet deficit in drought years will reduce each

year as the City's SWP entitlement increases and based on the current schedule of entitlement build up from the SWP, the City will have sufficient water supplies in both dry and normal years after the year 2012. From 2012 to 2020, the City would have sufficient water supplies to meet drought year demands. The City's General Plan recognizes this potential drought year deficit and includes a series of policies to accelerate the SWP entitlement schedule, reduce demand through water conservation and monitor new water hook-ups until a reliable drought year water supply is ensured. The definition of "significance" in this regard should be noted under Section 3.4 in this EIR. The significant impact identified is not considered an impact to the public health and safety; there will be sufficient water to serve the basic health, hygiene and fire suppression needs of the community.

Cultural Resources. In the absence of stringent local historic preservation ordinances or regulations outside the City of Napa, development according to local general plans and ABAG's forecasts could cumulatively diminish the shared cultural heritage and number of historic structures in Napa County. Furthermore, the natural setting, given the number of waterways and the nearby mountains, is archaeologically sensitive, especially in the following County planning areas, Pope Valley, Berryessa, Napa Valley, and Napa Southeast (County General Plan, 1992). Thus, development in Napa County could disturb significant archaeological resources. These significant cumulative effects to the region's cultural resources could be mitigated through local efforts to inventory and protect significant historic resources, through environmental mitigation (adherence to CEQA Guidelines, Appendix K), and implementation of financial incentives (such as tax credits) to rehabilitate or adaptively reuse historic buildings. These are all measures the City is recommending in its General Plan to mitigate its share of cumulative impacts.

Visual Quality. As described above under Land Use, the cities and County cooperate to channel urban development into the cities and to use sphere of influence boundaries to contain urban expansion. Adoption of these concepts has the additional benefit of protecting much of the County's scenic resources, including its hillsides, agricultural lands, and wetlands, from urbanization. Thus, the cumulative effect of accommodating the ABAG forecasts in accordance with local general plans on the region's visual quality, as measured by the sense of openness, the relationship of the urban setting to the natural setting, and preservation of prominent visual resources, is insignificant.

The scenic views afforded from major public vantage points, including the County's roadways, are a key attribute of the region's visual quality. Maintaining the greenbelts around the incorporated communities serves to avoid the appearance of sprawl and protects views of the natural setting. In addition, both the City and Napa County have policies and programs to maintain and enhance the views from designated scenic highways and corridors. Thus, the cumulative impacts on views would be insignificant.

Biological Resources. The assessment of cumulative impacts on the overall land use pattern and on scenic resource in Napa County is relevant for biological resources. In other words, the containment of urban development within sphere of influence boundaries, which preserves the overall land use pattern and the region's scenic resource, would also serve to minimize disturbance of native grasslands, wetlands, and other sensitive biological communities and habitats. State and federal legislation impose further restrictions or require compensatory mitigation for loss of wetlands or rare/endangered plant and animal species. Thus, the cumulative impact of development in the Napa region on biological resources would not be significant.

Geology, Soils and Seismicity. Accommodation of the ABAG forecasts for population, housing, and employment would mean more people and structures in the County would be exposed to major geologic and seismic hazards. Although local general plans, through the Safety Elements, seek to site development into less hazardous areas, there are geologic and seismic hazards zones that are widespread throughout the

County. Specifically, much of Napa County would be subject to very strong groundshaking in the event of a major earthquake along the nearby regional faults (San Andreas, Healdsburg-Rodgers, Hayward, and Calaveras) and local faults (West Napa). Liquefaction, landslides, and localized settlement would also damage roads, foundations, and utility lines. These significant cumulative effects would be mitigated to an acceptable level through strict adherence to local building codes, implementation of recommendations arising from project-specific geotechnical studies, imposition of regulations to deal with non-structural hazards during earthquakes, and adoption of emergency preparedness and response plans. The City of Napa includes all of these measures in its General Plan and therefore would mitigate its contribution to the cumulative impacts.

Hydrology and Water Quality. Accommodation of the ABAG forecasts for population, housing, and employment would mean more people and structures in the County would be exposed to major flood hazards. Recent history in Napa provides evidence of how widespread and catastrophic the losses to life and property can be due to inundation. Floodplain regulations adopted by the Federal Emergency Management Agency and implemented by local jurisdictions limit the risk and the damage, but the cumulative effects of increased development in the floodplain would still be considered significant. These effects would be mitigated to an acceptable level through adoption of environmentally sensitive flood control measures, both structural and non-structural, and more restrictive land use controls. The City is working with the U.S. Army Corps of Engineers to reduce flood hazards through the central part of Napa.

Increased urbanization, along with continued intensive agricultural production, would have cumulative effects on water quality in the County's waterways. Greater pollutant loading would be expected from increased urban stormwater runoff, higher discharge volumes of treated wastewater, and continued agricultural drainages. These significant cumulative effects could diminish water quality and reduce the public's and wildlife's designated beneficial uses of the water resources (e.g., recreation, potable water supply, aquatic habitat). Mitigation for these effects would occur through issuance of the Regional Water Quality Control Board's National Pollution Discharge Elimination System permits, adoption of local urban stormwater management programs, imposition of buffers and land use controls near waterways, implementation of erosion and sedimentation programs, and imposition of controls on fertilizer, herbicide, and pesticide applications. The City's General Plan contains all of these measures, except the last one which is irrelevant within the RUL. Accordingly, the City is taking the necessary steps to minimize its share of the cumulative water quality impacts.

Air Quality. Development of the County in accordance with ABAG forecasts, adherence to the County Congestion Management Plan, and adoption of traffic control measures as described in Section 3.10 of this Draft EIR would enable the County to remain consistent with the Clean Air Plan. This Plan seeks to bring the entire Bay Area into conformance with ambient air quality standards. In addition, the Draft General Plan recommends other programs, such as improved jobs/housing ratio, expansion of non-automobile travel options, and traffic controls to enhance flow, that would reduce the overall community's air emissions. Given the above measures, the cumulative effects of development in Napa County on air quality would be insignificant.

Noise. Noise exposure impacts are generally localized and concentrated around the noise source. Consequently, the relevant study area for cumulative noise impacts would be the City planning area. The major community noise source is traffic related. As noted above under Transportation, the traffic data used in this EIR already reflect cumulative development from areas outside the City planning area. Thus, the noise contours, presented in Section 3.11 of this document, are based on cumulative traffic volumes. The analysis reveals that cumulative noise effects would be not be significant.

Public Health. Increased development in accordance with ABAG forecasts would result in greater generation, storage, and disposal of hazardous materials. Routine procedures for handling, transporting, and disposing hazardous materials and waste would reduce risk of public exposure to an acceptable level. There are, however, accidental releases that could expose sensitive receptors to significant concentrations of hazardous materials. With the growth of the County, more residents, employees, and visitors may be exposed to accidental releases; however, as noted in Section 3.12 of this document, the County is ranking those businesses that pose the greatest risk and will be requiring them to prepare Risk Management Prevention Plans. These Plans will contain corrective measures to take in the event of an accidental release. Adoption of these plans, along with recommendations in the County's Integrated Waste Management Plan, would minimize public health risks from hazardous materials to an acceptable level.

As the incorporated communities build out, there would likely be increased wildland fire hazards at the urban/rural interface. These high fire hazards would arise as urban uses develop on hillsides where natural vegetation provides fuel for wildland fires. This cumulative significant effect can be mitigated through requiring fuel breaks, minimum clearance around structures, adequate onsite water supply, and prescribed burns. The City's General Plan and Policy Resolution No. 27 reflect these measures, except the last one which is not relevant for an individual city. Thus, the City is mitigating its contribution to cumulative wildland fire impacts.

4.5 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES RESULTING FROM IMPLEMENTATION OF THE PROJECT

Implementation of the land use policies of the proposed project would result in the irreversible commitment of vacant and underutilized lands for development. Although such commitment may not be completely irreversible, since buildings can be removed, the likelihood of this occurring is infeasible given the substantial commitment of economic resources.

Non-renewable resources, such as building materials for construction and energy for the continued operation of new development and/or redevelopment would also be irreversibly committed. Given current and projected energy consumption patterns, a certain amount of fossil fuel resources, including fuel oil, natural gas, gasoline for vehicles and many petroleum based products used in a typical household, would be consumed with the implementation of the proposed project.

Although these are irreversible changes, they are not considered to be adverse changes. Rather, they represent reasonable tradeoffs to provide for an urban-centered development scenario that optimizes the use of existing infrastructure and land and preserves important agriculture and open space resources in the County. In conclusion, the Draft General Plan is designed to mitigate the significant impacts that would result from an uncontrolled growth pattern.

4.6 MITIGATION MONITORING AND REPORTING

Public Resources Code, Section 21081.6 requires public agencies to monitor the effectiveness of mitigation measures adopted for any "project." In accordance with the section of the Public Resources Code, agencies must establish a monitoring program at the time of project adoption.

As described in Chapter 3 and the preceding sections of Chapter 4 of this Draft EIR, the Draft Napa General Plan contains policies and implementation programs that function as mitigation measures for significant environmental effects that may result from future development enabled by the General Plan. These measures are, in essence, part of the proposed project and enable the City to describe potential impacts as being insignificant.

The application of these policies to individual public and private development applications and other actions by the City will ensure that significant environmental effects are reduced to the extent feasible. In addition, standard mitigation measures and conditions of approval contained in City Policy Resolution No. 27 further serve to minimize impacts at the project-level environmental review.

In order to comply with subdivision (a) of Public Resources Code, Section 21081.6, which requires the City to monitor the effectiveness of mitigation measures adopted for any project, the City will perform the following three activities, each of which is also identified as an implementation action in the General Plan:

1. The City will ensure that future actions (project approval or other activity) are consistent with the policies of the Napa General Plan. This step will occur during the review of the application materials or plans for future projects. In so doing, the City will be implementing the policies of the General Plan that function as mitigation measures. (This step is recommended as part of Implementation Program A-1.E of the Draft Policy Document.)
2. The City will confirm whether a proposed project or contemplated action complies with all of the General Plan policies and any other mitigation measures that have been imposed at the project level to reduce significant effects. This step will be performed during City review and approval of individual development applications, public works projects, or other actions affecting the planning area. Furthermore, the City will require a separate mitigation monitoring and reporting program as part of any discretionary project approval to ensure compliance with all adopted mitigation measures at the project level. The project-specific mitigation monitoring and reporting programs will be consistent with statements in the Final EIR for the General Plan. (This step is recommended as part of Implementation Program A-1.E of the Draft Policy Document.)
3. The City will demonstrate that it is carrying out the policies and implementation programs of the General Plan, and thus the EIR mitigation measures as well. This will be accomplished as part of the annual report that City staff is required to provide to the City Council regarding the progress and status of the General Plan. The annual report is stipulated by State planning law (Government Code, Section 65400[b]) and can be adapted to also comply with State law governing mitigation monitoring and reporting. The annual report will indicate for each policy or set of policies, those actions that have been taken to implement the policies (e.g., amend the zoning regulations, update the Capital Improvement Program, amend the Street Improvement Fee Program, etc.); who was responsible for implementing the action; and what level of success the policy(s) had towards mitigating/avoiding the impacts. City staff shall incorporate in its annual report to the City Council the necessary findings to comply with Public Resources Code, Section 21081.6 (This step is recommended as part of Implementation Programs A-1.A and A-1.D of the Draft Policy Document.)

Chapter 5

Alternatives

5.1 INTRODUCTION

This section describes alternatives to the proposed project. The California Environmental Quality Act (CEQA) requires that alternatives that can feasibly attain the basic objectives of the project be considered. The purpose of this mandate is to provide the decision-makers with an opportunity to evaluate the comparative merits of the alternatives. The discussion of alternatives must indicate whether an alternative has been rejected from further consideration and, if so, why it was rejected.

It is noted that the alternatives presented here include the No Project Alternative as required by CEQA, as well as other alternatives that have been considered as part of the planning process. The City has completed nearly six years of planning study, during which a number of alternatives and ideas have been advanced and evaluated. These alternatives were described in the *Futures Report* (January 1990). As the planning program has evolved, the most viable alternatives are those that share the same fundamental objectives that have guided the formulation of policies articulated by the Draft Policy Document:

1. Contain growth within the Rural Urban Limit Line.
2. Conserve the character of existing neighborhoods.
3. Improve the City's jobs/housing balance.
4. Recognize the fragility of Napa's precious natural resources and focus protection on wetlands, other scarce habitats, hillsides and agricultural lands adjacent to but outside the RUL.
5. Promote a sustainable economy: a healthy economy with jobs that "fit" the needs of residents.
6. Maintain a vital and healthy Downtown.
7. Consider the environmental and financial costs of flood control along the Napa River and encourage appropriate development.

Adherence to the first and fourth objectives suggests alternatives that propose urban development within an RUL that conserves as much agricultural land and natural resources as possible. In other words, the most viable alternatives would likely be those that maintain the existing RUL boundary or permit some modest expansion. The second objective suggest that alternatives should respect the character of existing neighborhoods including preservation of quality of life and historic structures. Thus, alternatives that adjust the infill strategy of the 1982 General Plan by reducing residential densities would be considered viable options for consideration in this EIR. The third, fifth, and sixth objectives relate to economic considerations and acknowledge the need to improve the City's job/housing balance, to promote a sustainable economy, and to maintain a vital and healthy downtown. Viable alternatives would include those that promote affordable housing and high-paying jobs. At the gross level at which these alternatives have been formulated (i.e., broad land use patterns and location of development), it is not obvious whether

the alternatives satisfy these objectives. Alternatives that generally promote more jobs relative to housing, however, would be considered supportive of the objectives. The seventh objective suggests that alternatives encourage appropriate development along the Napa River after consideration of the environmental and economic costs of flood control in this area.

Finally, CEQA requires that a reasonable set of alternatives be formulated in order to provide the decision-makers with a full picture of potential impacts and mitigation measures. Section 15126(d)(3) of the CEQA Guidelines notes that the discussion of alternatives should focus on those alternatives capable of eliminating any significant environmental adverse effects of the proposed project.

In light of these objectives and CEQA's directions, this section of the EIR does not present wholesale variations to the proposed plan as described in Chapter 2; rather, it reviews those scenarios considered during the *Futures Report* that could be considered viable alternatives to the proposed project. The *Futures Report* identified 15 future alternative land use strategies for the update of the 1982 General Plan. Seven different strategies were formulated that retained the existing RUL but shifted the amount, location, or intensity of the community's housing potential. Another eight scenarios were devised to explore different areas where the RUL could be expanded. The population and housing estimates developed for each scenario were intended to give the community and the City Council a better sense of long-term (2010 or 2020) land use alternatives.

5.2 DESCRIPTION OF ALTERNATIVES

As explained above, the *Futures Report* examined two types of alternatives; one set maintains the existing RUL line and varies development potential within this boundary and the second set considers modifications to the RUL line. The first type is denoted below with a prefix, "A." The second type is denoted with a prefix, "B."

Initial Alternatives

A-1 Existing Policy — continues existing 1982 General Plan policies; this is the equivalent of the No Project Alternative in which the Draft Policy Document would be rejected and future development would occur in accordance with the City's existing policies.

A-2 Existing Policy with Shift in Housing within Selected Planning Areas — continues existing 1982 General Plan policies but lowers residential densities near the RUL line and increases densities away from the RUL line. Under this alternative, residential development potential would be reassigned from vacant/underutilized properties with relatively high potentials and from locations which have prompted concerns over agricultural preservation and/or neighborhood compatibility problems to more compatible locations within the same planning area.

A-3 Existing Policy with Shift in Housing within the RUL Line — continues existing 1982 General Plan policies but lowers residential densities on some properties near the RUL line and increases densities at selected locations away from the RUL line, allows residential development in the Flood Evacuation Area, and contemplates development of the Stanly Ranch. This alternative assumes implementation of flood control facilities or repeal of the City's flood evacuation policies.

A-4 Decrease Housing City-Wide — reduces permitted development of each residential land use classification by about 25 percent to more closely reflect actual development patterns, to minimize compatibility problems within residential neighborhoods, and to improve the City’s jobs/housing ratio.

A-5 Selective Decrease in Housing — reduces development potential of the 1982 General Plan by selectively reducing densities on vacant and underutilized properties, mostly those near the RUL line. The vacant/underutilized properties which are reclassified for lower residential densities are the same as those from which housing units were shifted in Alternatives A-2 and A-3 (see Figure 5-1).

A-6 Increase Housing City-Wide — increases permitted development of each residential land use classification by about 25 percent.

A-7 Selective Increase in Housing — increases development potential of the 1982 General Plan by selectively increasing densities on vacant and underutilized properties, including properties in the Flood Evacuation Area and at Stanly Ranch. As with Alternative A-3, this alternative assumes implementation of flood control measures or repeal of the City’s flood evacuation policies.

B-1 Minor Expansion of the RUL Line — minor expansion of the RUL line in nine areas that would “round off” the boundaries, as well as other areas where property owners or the City Council have expressed interest in potential annexation or connection to the water and wastewater systems. Areas for which annexation inquiries have been made include Alston Park (157 acres) west of the Linda Vista Planning Area, the Philbin and Raynes properties (181 acres) to the west of the Westwood Planning Area, and the industrial area between Soscol Creek and the Southern Crossing (108 acres) south of the River East Planning Area. Figures 5-2 and 5-3 generally depict the expansion areas included in this alternative.

B-2 through B-8 Major Expansion of the RUL Line — these scenarios would expand the RUL line to include:

B-2 - Dry Creek Area

B-3 - Oak Knoll Area

B-4 - Silverado Area

B-5 - Coombsville Area

B-6 - Suscol Ridge Area

B-7 - Stanly Ranch Area (this refers to 1,400 acres to the north and west of Stanly Ranch)

B-8 - Congress Valley Area

Range of Development Potential

The range of development potential of the above-listed alternatives is defined in Table 5-1. The buildout projections are only estimates developed for the purpose of comparing the land alternatives. They are not time-specific in that they do not predict population, housing, and employment for a fixed future year. Rather, these figures are intended as a level of development in the long-term beyond 2005. How quickly the development levels are reached will depend on availability of services, the City’s growth management

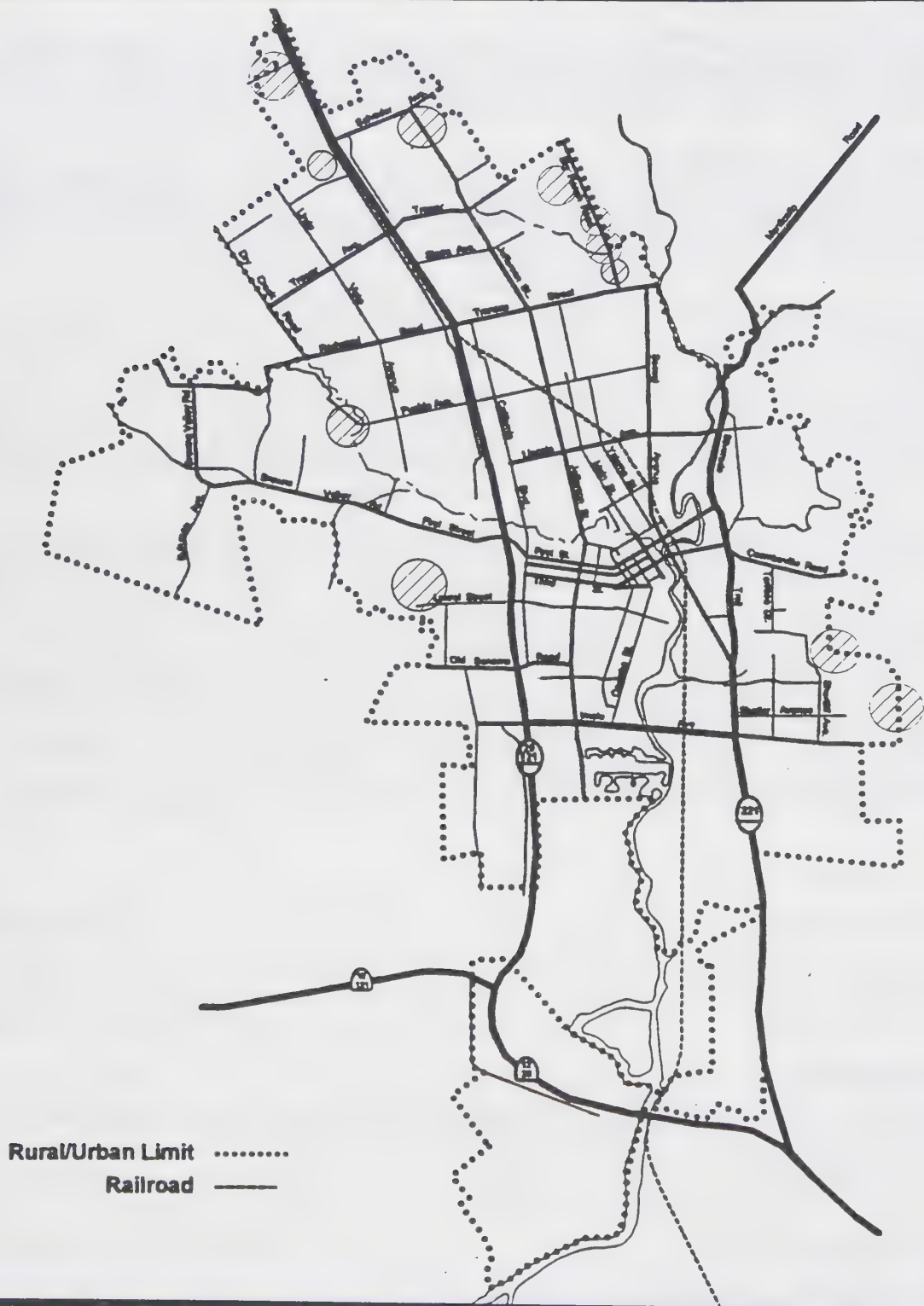
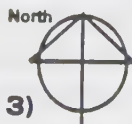


Figure 5-1

Scenario A-5
 (Reduced Growth Alternative 3)



Areas to Decrease
 Densities



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liabilities from any error or omissions.



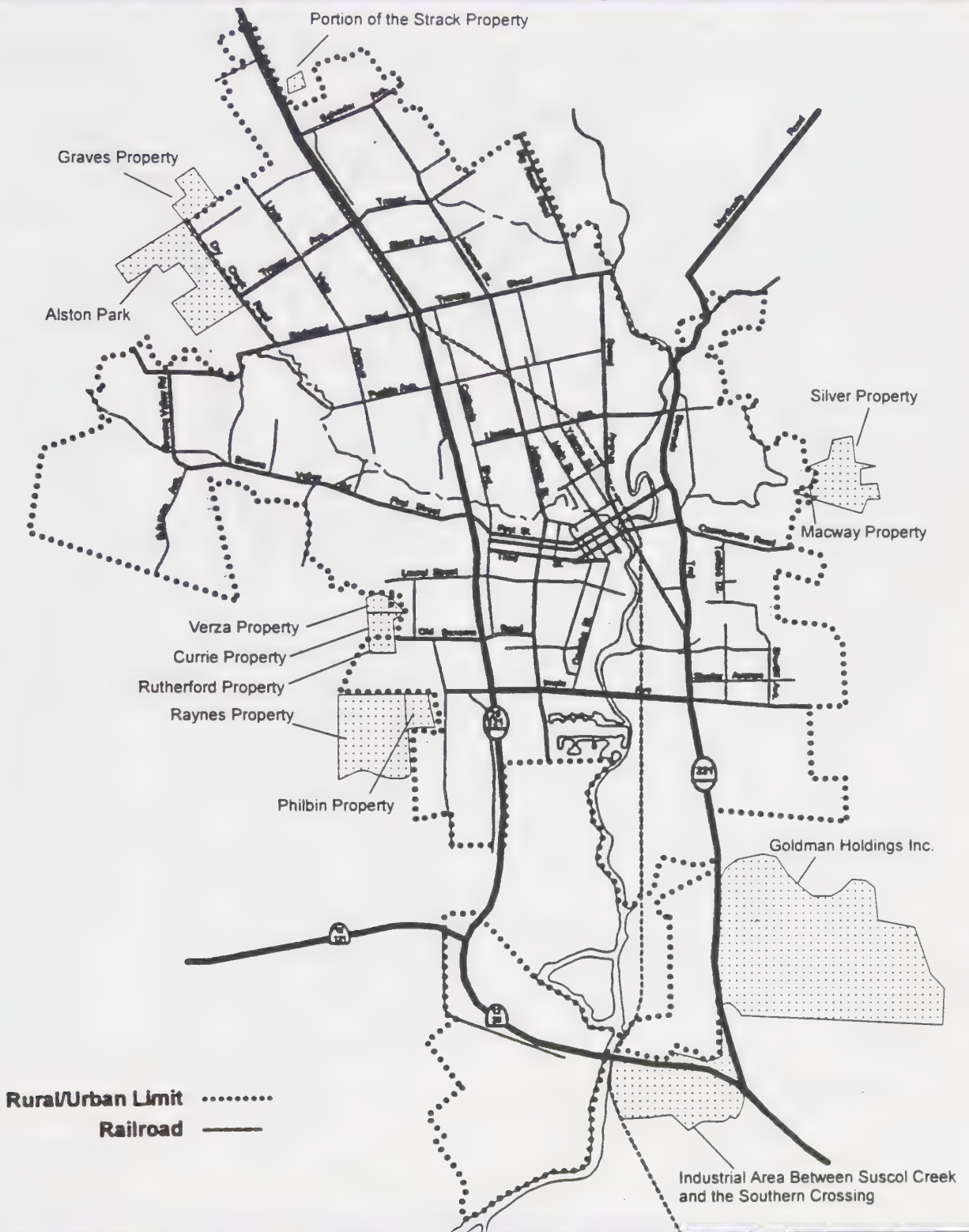


Figure 5-2a
Scenario B-1
(Expanded RUL Alternative)

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Figure 5-2b
Scenario B-1
 (Expanded RUL
 Alternative)



**Potential Expansion
 Areas**



**Table 5-1
Development Potential by Alternative**

Alternative	RUL Line Population Buildout	Incremental RUL Line Population *
A-1	71,400-83,700	12,700-25,000
A-2	71,700-84,100	13,000-25,400
A-3	71,900-83,400	13,200-24,700
A-4	67,500-78,300	8,800-19,600
A-5	69,300-78,800	10,700-20,200
A-6	75,400-88,200	16,800-29,500
A-7	75,500-90,800	16,900-32,200
B-1	82,300-100,100	11,000-16,400
B-2	79,400-93,800	8,100-10,100
B-3	82,600-97,700	11,200-14,000
B-4	85,000-102,300	10,000-15,000
B-5	90,200-111,100	17,200-25,800
B-6	76,900-92,100	5,600-8,400
B-7	79,700-94,100	8,300-10,400
B-8	86,900-106,900	15,500-23,200

Source: Futures Report, 1990.

* These figures represent the additional persons within the existing RUL above the existing conditions, plus the additional population accommodated by expanding the RUL (for the B alternatives only).

program, annexation applications, and the general economic conditions in the region. For comparison sake:

- the estimated population within the RUL line in 1995 was 69,700;
- the existing General Plan, or the No Build Alternative, would result in a buildout population of at most about 83,700; and
- the proposed project would result in a buildout population of about 81,100 by 2020.

The buildout and incremental population figures for the RUL scenarios (the “B” alternatives) assume that the RUL alternative is combined with the policies and development program for Alternative A-1 Existing Policy.

Alternatives Screening

Each of the B alternatives involving major expansion of the RUL line (B-2 through B-8) is rejected as an EIR alternative for further consideration because they would result in loss of agricultural soil resources; loss of existing vineyards; disturbance to open space, wildlife habitat, and wetlands; diminution of a sense of community size and character; additional demands on community services and utilities; and conflicts with county land use policies (principally those related to Agricultural Preserve, Agricultural Watershed). Not only do these “expansion” alternatives result in significant environmental impacts, they would not be consistent with the first and fourth community objectives (containing urban expansion and protecting natural resources). Furthermore, their emphasis on additional residential development is not consistent with improving the jobs/housing ratio (the third objective).

On the basis that alternatives should generally seek to minimize significant effects related to the proposed project, as directed by the CEQA Guidelines 15126(d)(3), the following alternatives that reduce the overall development potential within the RUL are considered viable alternatives to the proposed project: A-4 Decrease Housing City-Wide and A-5 Selective Decrease in Housing. Alternatives A-6 and A-7 which increase housing potential city-wide and selectively would not reduce impacts associated with the proposed project substantially nor be significantly different as to provide the City’s decision-makers with an understanding of policy tradeoffs. In addition, Alternative A-7 assumes implementation of the flood control projects or repeal of the flood evacuation policies, neither of which is anticipated. Alternatives A-2 and A-3 would not reduce the RUL development potential and therefore would not minimize impacts. Alternatives A-2 and A-3 are not considered further since they are not significantly different than the No Project Alternative which is already being evaluated. Alternative A-6 and A-7 would not reduce impacts and would not be consistent with the second and third objectives; therefore, they are not considered further.

EIR Alternatives

Based on the above assessment, the following set of alternatives is addressed further in this EIR:

- No Project Alternative (A-1)
- Reduced Growth Alternatives
 1. No Growth

2. Decrease Housing City-Wide (A-4)
 3. Selective Decrease in Housing (A-5)
- Expanded RUL Alternative (B-1)

The last alternative is presented largely for the purpose of comparison, even though it allows for expansion of the RUL.

5.3 ALTERNATIVES ANALYSIS

No Project Alternative

The No Project Alternative must be evaluated pursuant to CEQA. This alternative would retain the policies and implementation strategies of the 1982 General Plan as it has been amended (i.e., State mandated updates to the Housing Element and the adoption of the Parks and Recreation Element). This alternative would fail to address the concerns that precipitated the current General Plan Update; namely, inability to protect the City's residential neighborhoods and their character. Moreover, the No Project Alternative would inadequately account for new state and federal requirements that affect the City's long-range physical development. Such requirements concern congestion management, air quality protection, regional fair share housing requirements, and jobs/housing balance. Similarly, the existing General Plan is ill equipped to deal with growing local concerns over historic preservation and urban design.

The No Project Alternative would permit a greater development potential than is currently envisioned by the Draft Policy Document. The number of units permitted under the No Project Alternative would be about 1,000 units more than the proposed project; population would be about 2,600 greater under the No Project Alternative. Planning Areas that would experience a substantial absolute increase relative to the proposed project (i.e., greater than 300 residential units) include Linda Vista, Browns Valley, Westwood, Terrace/Shurtleff; those that would experience a substantial absolute decrease (i.e., greater than 300 residential units) include Stanly Ranch. More notably, the No Project Alternative anticipates 800,000 square feet more commercial and industrial square footage. The biggest variance occurs in River East, where the No Project Alternative proposes more than 2.8 million square feet of additional space; whereas, the proposed project calls for an increment of slightly over a million square feet.

Environmental Assessment. On a citywide basis, the No Project Alternative would pose greater population-driven impacts, i.e., traffic, air quality, noise, and community services, than the proposed project. With the traffic improvements and control measures recommended in the Draft Policy Document, the No Project Alternative may leave nine signalized intersections at unacceptable service levels and may be inconsistent with the Clean Air Plan. Ambient noise levels and demand for community services would increase but, like the proposed project, the effects would not be significant. In addition, the following additional adverse effects are associated with the No Project Alternative:

- relatively high densities would remain near the RUL line, affecting the agricultural/urban interface;
- residential infill densities could continue to exceed those of existing development, creating land use conflicts and detracting from the neighborhood character;
- efforts to protect historic structures and enhance urban design would not be supported; and

- proposed new roads to complete missing road segments would not be adopted.

Conformity with Community Objectives. The No Project Alternative does not propose any modification to the existing RUL. From this perspective, it would be consistent with the first and fourth objectives; namely, to protect the agricultural and natural environment and to contain the City's urban expansion.

As noted above, one of the issues that prompted the current General Plan Update was the fact that the 1982 General Plan allows residential development at densities greater than what is currently built. As a result, higher density residential infill has created land use conflicts between higher and lower density development and has resulted in the removal of historic structures and the loss of community character. Accordingly, the No Project Alternative, which would do nothing to remedy these issues, would not satisfy the second objective, which concerns preservation of quality of life, neighborhood character, and historic structures.

Because the No Project Alternative would increase jobs and housing units, compared to the proposed project, the jobs/housing ratio for this alternative would be comparable to that of the proposed project. As a result, this alternative would be consistent with the third objective (i.e., to improve the City's jobs/housing balance).

The No Project Alternative would permit greater development than currently envisioned under the Draft Policy Document (1,000 more units and 800,000 square feet more commercial and industrial square footage). This alternative would conform to the fifth objective (i.e., promotion of a sustainable and healthy economy). The existing 1982 General Plan includes policies to revitalize Napa's Downtown and thus would be considered supportive of the sixth objective (i.e., commitment to downtown's revitalization).

The No Project Alternative retains the policies and programs of the 1982 Napa General Plan, including Policy 5a of the Seismic Safety/Safety Element, which states that residential developments in the Flood Hazard Area of more than four units shall only be permitted when the flood evacuation needs of future residents have been addressed to the satisfaction of the Public Works Director. Adherence to this policy would ensure consistency with the seventh objective (i.e., encouragement of appropriate development in the flood hazard area of the Napa River).

Summary. The No Growth Alternative would not address critical issues that arose from implementation of the 1982 General Plan and would be inferior to the proposed project.

Reduced Growth Alternative 1: No Growth

The No Growth Alternative assumes that further growth in Napa would not occur, with the exception of already permitted development. Under this "no build" alternative, the policies and procedures of the existing 1982 General Plan would govern the physical development of the City. As defined, this alternative satisfies legal interpretations of CEQA that one alternative must describe maintenance of the existing environment as a basis for comparison of the suggested alternatives to the status quo.

This alternative would maintain the existing number of housing units at 27,100, or 7,800 fewer dwelling units than would be allowed under the proposed project. Existing commercial and industrial square footage would remain at about 7 million, or 3.2 million less than under the proposed project.

Environmental Assessment. Under the No Growth Alternative, loss of existing agricultural lands within the RUL would not occur, ten intersections that are projected to deteriorate to unacceptable levels would continue to operate acceptably, two residential areas that are projected to experience normally unacceptable sound levels would continue to enjoy acceptable ambient conditions, and air quality conditions would remain unchanged. Because this alternative would not result in any new residential development, there would be no adverse impacts to land use, community services or utilities, visual resources, natural resources, and public health.

Conformity with Community Objectives. The No Growth Alternative would be consistent with the first and fourth objectives since it would retain the existing RUL; thereby preserving agricultural lands and the natural environment and containing urban expansion. Because no new development would occur under this scenario, this alternative would neither degrade Napa's quality of life nor result in loss of historic structures. It is acknowledged, however, that redevelopment of existing developed areas at higher densities can occur under the No Growth Alternative. Thus, this alternative would not conform to objective 2 (i.e., conserving the character of existing neighborhoods).

The No Growth Alternative would also be inconsistent with the fifth and sixth objectives (i.e., to promote a sustainable economy and to revitalize downtown). This alternative would frustrate revitalization of the downtown and constrain overall residential/economic development. This same limitation would preclude the City from expanding its housing stock. As a result, new affordable units would not be provided and the costs for those remaining available units would likely rise because of the limited housing supply. These conditions would not improve the City's jobs/housing balance, and therefore this alternative would be inconsistent with objective 3.

Like the No Project Alternative, Policy 5a of the Seismic Safety/Safety Element of the 1982 Napa General Plan would continue to apply. Through adherence to this policy, this alternative conforms to the seventh objective.

Summary. Because of this alternative's conflicts with basic objectives underlying the community vision and the long-term impracticality of implementing this alternative, it is rejected as a realistic alternative.

Reduced Growth Alternative 2: Decrease Housing City-Wide

This alternative recognizes that neighborhood character and stability was threatened by the 1982 General Plan policy of encouraging of higher density infill development. Reduced Growth Alternative 2 would decrease the permitted densities of each residential land use classification by about 25 percent. As a result, the projected buildout under this scenario would be about 67,300 to 78,300, or 2,800 to 13,800 fewer persons than under the proposed project. Commercial and industrial development would be expected to occur similar to that planned under the proposed project.

Environmental Assessment. Reduced Growth Alternative 2 would minimize the adverse effects identified for the proposed project that relate to population. In other words, adverse trip generation, air emissions, noise, and community service impacts would all be reduced to a limited extent. The reduction is moderated given that commercial and industrial development would remain comparable to the proposed project, meaning that the only actual change is linked to the fewer number of residential units. This alternative as originally conceived does not include the urban design considerations found in the land use designation system of the Draft Policy Document. Thus, while Reduced Growth Alternative 2 would eliminate the

pressures to redevelop infill areas at higher densities, it does not function as well as the proposed system at preserving the character, pattern, and typology of existing residential development. Furthermore, an across-the-board reduction in residential densities as recommended by this alternative would be contrary to the City's objectives of promoting affordable housing and may frustrate efforts to satisfy regional fair share housing requirements.

Land-driven impacts, such as disturbance of natural resources and encroachment into natural and man-made hazards areas would be similar to those identified for the proposed project.

Conformity with Community Objectives. This alternative is similar to the No Project Alternative in terms of retaining the existing RUL boundary. Accordingly, it would satisfy the first and fourth objectives to protect agriculture and the natural environment and to contain urban expansion.

In general, the overall reduction in residential densities would result in infill development being more compatible with existing development, thereby reducing potential land use conflicts. Similarly, without the higher densities, there would be less incentive to redevelop areas, thereby protecting existing historic resources. Accordingly, Reduced Growth Alternative 2 would be supportive of the second objective. The Reduced Growth Alternative 2, however, would constrain residential development which could detract from efforts to revitalize downtown (the sixth objective). The decrease in the number of housing units would diminish the City's surplus of housing units relative to jobs and thus improve the jobs/housing ratio (the third objective). Because this alternative only addresses broad land use patterns, it cannot be readily determined whether the City will be able to sustain a viable and healthy economy (the fifth objective). Policy 5a of the Seismic Safety/Safety Element of the existing General Plan would still apply, making this alternative consistent with the seventh objective (i.e., encouragement of appropriate development in the flood hazard area of the Napa River).

Summary. Because Reduced Growth Alternative 2 does not provide any compelling benefits relative to the proposed project (that is, a clear reduction in the number and magnitude of significant effects identified for the proposed project), would be less successful at protecting neighborhood character than the proposed project, and would create greater impacts in certain areas, it would be considered inferior to the proposed project.

Reduced Growth Alternative 3: Selective Decrease in Housing

This alternative recognizes that the City needs to protect open space surrounding the City, reduce development pressures on the outlying areas, and minimize potential conflicts between residential development and agricultural operations. Reduced Growth Alternative 3 would decrease the development potential in the RUL line by about 17 percent, by selectively reducing densities on vacant and underutilized properties near the RUL line (see Figure 5-1). As a result, the projected buildout under this scenario would be about 69,300 to 78,800, or 2,300 to 11,800 fewer persons than under the proposed project. Commercial and industrial development would be expected to occur similar to that planned for under the proposed project.

Environmental Assessment. Reduced Growth Alternative 3 would minimize the adverse effects identified for the proposed project that relate to population. Trip generation, air emissions, noise, and community service impacts would all be reduced to a limited extent, but even less so than for Reduced Growth Alternative 2. The reduction is further moderated given that commercial and industrial development would

remain comparable to the proposed project, meaning that the only actual change is linked to the fewer number of residential units.

Under Reduced Growth Alternative 3, land-driven impacts such as loss of natural resources and increased exposure to public safety risks would be comparable to those under the proposed project and Reduced Growth Alternative 2.

On the other hand, this alternative does not propose to reduce permitted densities in the residential land use designations. As a result, the same problems that exist with the 1982 classification system persist; i.e., infill development that need not conform to the existing character, pattern, and density of residential development which undermines neighborhood stability and creates pressures to redevelop older areas with historic buildings.

Conformity with Community Objectives. This alternative is similar to Reduced Growth Alternative 2 and thus fares similarly to Reduced Growth Alternative 2 in terms of conformity with community objectives. The two objectives where Reduced Growth Alternative 3 scores lower are the protection of neighborhood quality and preservation of historic resources (the second objective). This assessment is based on the fact that this alternative would not reduce the permitted residential densities (as under the proposed project and Reduced Growth Alternative 2) but leave them at the levels of the 1982 General Plan.

Summary. Because Reduced Growth Alternative 3 does not provide any compelling benefits relative to the proposed project (that is, a clear reduction in the number and magnitude of significant effects identified for the proposed project) and would be less successful at protecting neighborhood character than the proposed project, it would be considered inferior to the proposed project.

Expanded RUL Alternative

Expansion of the RUL to “round off” the RUL and to reflect property owner interest in future annexation and/or water service extension is contemplated by this alternative. Also included are properties such as Alston Park and the properties located north of Soscol Creek and south of the Southern Crossing that various past City Councils have expressed an interest in annexing. Figures 5-2 and 5-3 indicate the areas encompassed by the revised RUL proposed by this alternative. Overall, the RUL would be enlarged by approximately 4,000 acres, which would be developed at 2-3 du/ac to reflect terrain and other constraints. At buildout, this alternative would have a maximum population of 100,100, about 19,000 or 23 percent greater than the proposed project.

Environmental Assessment. Because expansion of the RUL would result in a greater population than projected for the proposed project, those impacts that are population driven would be greater under this alternative. In particular, traffic congestion and demand for community services would increase proportionately. Existing congested segments, such as Trancas and State Highway 221, and congested intersections at Highway 29/Highway 12/121, Highway 221/Highway 12/29, and Soscol/Imola would experience greater volumes than under the proposed project, as a result of the additional development proposed in the Dry Creek, Stanly Ranch, and Southern Crossing areas, plus the annexation area in the Suscol Ridge Area.

The expansion of the RUL, in some cases relatively extensive distances beyond existing desired service areas (e.g., into Stanly Ranch, Coombsville, and the Southern Crossing), would increase housing and

population in peripheral areas, thereby increasing response times; and accommodate housing and population in steeper areas, further inhibiting emergency response and requiring special equipment (i.e., high clearance, four-wheel drive vehicles that can negotiate the tree/brush covered slopes). The extension of water and sewer systems to areas now unserved would also increase the burden on the existing water and wastewater treatment facilities and may induce additional development pressures (since the availability of water and wastewater systems would make the land more attractive to urbanization). The State Water Department has indicated that it will have difficulties fulfilling the City's NBA entitlement beyond that which would serve the population anticipated under the proposed project. Thus, this alternative with a maximum population 19 percent beyond that of the proposed project would exceed the City's water supply capabilities.

Besides increased demands on the City's infrastructure, the expansion of the RUL would alter the land use pattern and, to a certain extent, the character of Napa. Over 60 percent of the 4,000 acres included in the RUL expansion areas are currently undeveloped or considered agricultural resources. Expansion areas in Dry Creek, Congress Valley, Stanly Ranch, Suscol Ridge, and large portions of Coombsville would encroach into areas currently designated by the County for Agricultural Watershed; these are areas that the County seeks to maintain in low intensity uses compatible with watershed management. Urbanization/annexation of these areas would conflict with this objective and begin to erode the long-standing greenbelt concept that has been a fundamental principle of Napa planning.

Proposed expansion into the Congress Valley, Stanly Ranch, and Coombsville areas would encompass lands under Williamson Act contracts and may therefore induce premature conversion of these lands from agricultural uses to urban uses. Of the acreage included by this alternative, nearly 520 acres are currently planted as vineyards; thus, this alternative would lead to a significant loss of agriculturally productive land. A number of unique and important farmlands as mapped by the State Department of Agriculture would be disturbed by proposed expansion, primarily in the Stanly Ranch and Coombsville Areas. In the same vein, prime and important state farmlands would be lost along Highway 121 in the Silverado Area and in the Dry Creek Area.

Finally, expansion of the RUL would introduce urban development into more areas with natural hazards or sensitive resources. The areas proposed for expansion occur on steeper slopes, upslope from the valley floor and are susceptible to slope instability, especially for the area in Congress Valley, and greater erosion potential. The western portions of the Stanly Ranch expansion area lie in a high/moderate fire hazard area. The greater expanse included under this alternative, particularly on the nearby hillsides, increases this alternative's likelihood of encroaching into rare and endangered plants and animal habitats.

Conformity with Community Objectives. The first objective involves continued use of the RUL and greenbelt concept to contain the City's expansion. The Expanded RUL Alternative, while retaining the notion of an RUL, proposes extension of the RUL. Extension for the sake of "rounding off" the boundary may make some planning sense but it is not a prerequisite for a good plan. The *Futures Report* projects that the Expanded RUL Alternative would provide sufficient housing to last 26 to 45 years, far beyond the 2020 planning horizon (assuming the average annual rate of housing development experienced between 1980 and 1990 of 400 units per year). As a result, it is concluded that the areas encompassed by the Expanded RUL Alternative are excessive for the planning horizon and could permit premature development. Moreover, it undermines efforts to emphasize infill development and to take advantage of existing infrastructure capacity. Thus, the Expanded RUL Alternative would not be consistent with the first objective.

The Expanded RUL Alternative may be comparable to the proposed project with respect to the second and sixth objectives (i.e., protection of neighborhood character and commitment to downtown revitalization). If the residential typologies and residential land use designations recommended as part of the proposed project are embraced as part of this alternative, then future infill development under the Expanded RUL Alternative would be sensitive to existing neighborhood character and historic structures. Likewise, this alternative would not thwart downtown revitalization; rather, the proposed increase in population over the proposed project may foster economic growth in this activity center.

The Expanded RUL Alternative would result in the significant loss of agriculturally productive lands (over 500 acres of vineyards) and farmlands considered prime and important by the State. Consequently, this alternative would not be consistent with the fourth objective.

Expansion of the RUL would increase the housing supply and the opportunity to provide affordable housing, although it is not clear whether more affordable housing would actually be constructed. With the greater number of housing units, the jobs/housing ratio would decline (the third objective) and the community character would tilt further towards that of a bedroom community. This alternative is considered consistent with the fifth objective (i.e., promotion of a sustainable and healthy economy) because it would expand the City's residential base and the number of jobs for residents. Under this alternative, Policy 5a of the Seismic Safety/Safety Element of the existing General Plan is assumed to still apply; therefore, this alternative would be consistent with the seventh objective (i.e., encouragement of appropriate development in the flood hazard areas of the Napa River).

Summary. The loss of agricultural lands, the increased conflict with the County's adopted land use/environmental goals, the uncertain availability of a future, long-term water supply, the increased conflicts with resource values, and the increased exposure to natural and man-made hazards indicate that the Expanded RUL Alternative is environmentally inferior to the proposed project. Furthermore, this alternative fails to support three of the objectives embodied by the community vision for Napa.

Environmentally Superior Alternative

Based on the above assessment, the proposed project would be the alternative that best reduces environmental impacts and satisfies the community objectives.

Section 6

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Chapter 7

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-

Appendix A
Notice of Preparation & Responses

MEMORANDUM

DATE: March 15, 1995
TO: State, County, and Local Agencies;
Other Potentially Interested Parties
FROM: Alwin Turiel Kloeb, AICP, General Plan Project Manager
RE: CITY OF NAPA GENERAL PLAN UPDATE EIR
CC: Ogden Environmental;
John Yost, Planning Director

The city of Napa is preparing a comprehensive update to its 1982 General Plan. Your agency or group has been identified as a potentially interested entity in relation to the city's environmental impact report (EIR) for the updated General Plan. The General Plan EIR will address potential environmental impacts at the program level.

The attached information is being sent to notify you the city has transmitted a Notice of Preparation to the California Office of Planning and Research in accordance with the California Environmental Quality Act (CEQA). The review period for this phase will end Friday, May 5, 1995.

The city of Napa invites your comments on the scope of the EIR. Questions and comments should be directed to Alwin Turiel Kloeb, AICP, City of Napa Planning Department, PO Box 660, Napa, California 94559-0660.

NOTICE OF PREPARATION

TO: Office of Planning and Research
1400 Tenth Street
Sacramento, California 95814

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The city of Napa will be the Lead Agency and will prepare an environmental impact report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permits and other approvals for development that would subsequently occur following the city's adoption of the updated **General Plan**.

The project description, location, and probable environmental effects are contained in the attached summary materials.

Due to time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 45 days after receiving this notice.

Please send your response to Ms. Alwin Turiel Kloeb, AICP, General Plan Project Manager, at PO Box 660, Napa, California 94559. We will need the name and telephone number for a contact person in your agency.

PROJECT TITLE: General Plan Update


PROJECT APPLICANT: City of Napa

DATE: March 15, 1995

SIGNATURE

TITLE:

TELEPHONE:


Alwin Turiel Kloeb, Project Manager

(707) 257-9530

Reference: California Administrative Code, Title 14 § 15035.7, 15043.3, and 15066.

ENVISION NAPA 2020
City of Napa Proposed General Plan Update

BACKGROUND

Since 1975 the city of Napa has controlled population increase by limiting land supply. The primary mechanism for this control has been an urban growth boundary originally named the Residential Urban Limit Line (RUL), and later renamed to Rural Urban Limit. The RUL has been an effective tool in guiding the location and timing of development for nearly two decades, despite shifts in emphasis from the 1975 plan's growth control approach to its 1982 successor's growth management strategy.

The 1982 General Plan incorporated several of the key policies of its 1975 predecessor. The plan envisioned a compact urban area surrounded by a greenbelt of open space and farmlands. The RUL was retained as an integral part of the vision, and a yearly residential permit limitation of 512 units per year was instituted. The yearly building permit limit, which has never been met, was intended to pace the rate of growth so that the city's population would not exceed 75,000 before the turn of the century, while leaving adequate urban land for development beyond 2000.

Infill development was strongly encouraged, on the premise that all available land should be put to maximum use to forestall any need to expand the RUL. Minimum densities were established and maximum densities were raised in a number of areas. It was thought that improving the profit potential of sites (by increasing the number of units that could be sold or rented) would encourage developers to undertake more infill projects. Such development would result in less land being needed to accommodate the population growth allowed by the city's 1982 General Plan.

The city began a comprehensive update of its 1982 General Plan in 1988, after adopting several small scale amendments in the mid-1980's. Background materials were prepared, a Parks and Recreation Master Plan and element was completed, and the housing element was updated. The *Futures Report*, completed in 1990, provides information through 1987 on local and regional growth trends, opportunities and constraints, and key issues. The report also suggests a wide range of potential alternatives for planned change and their respective impacts.

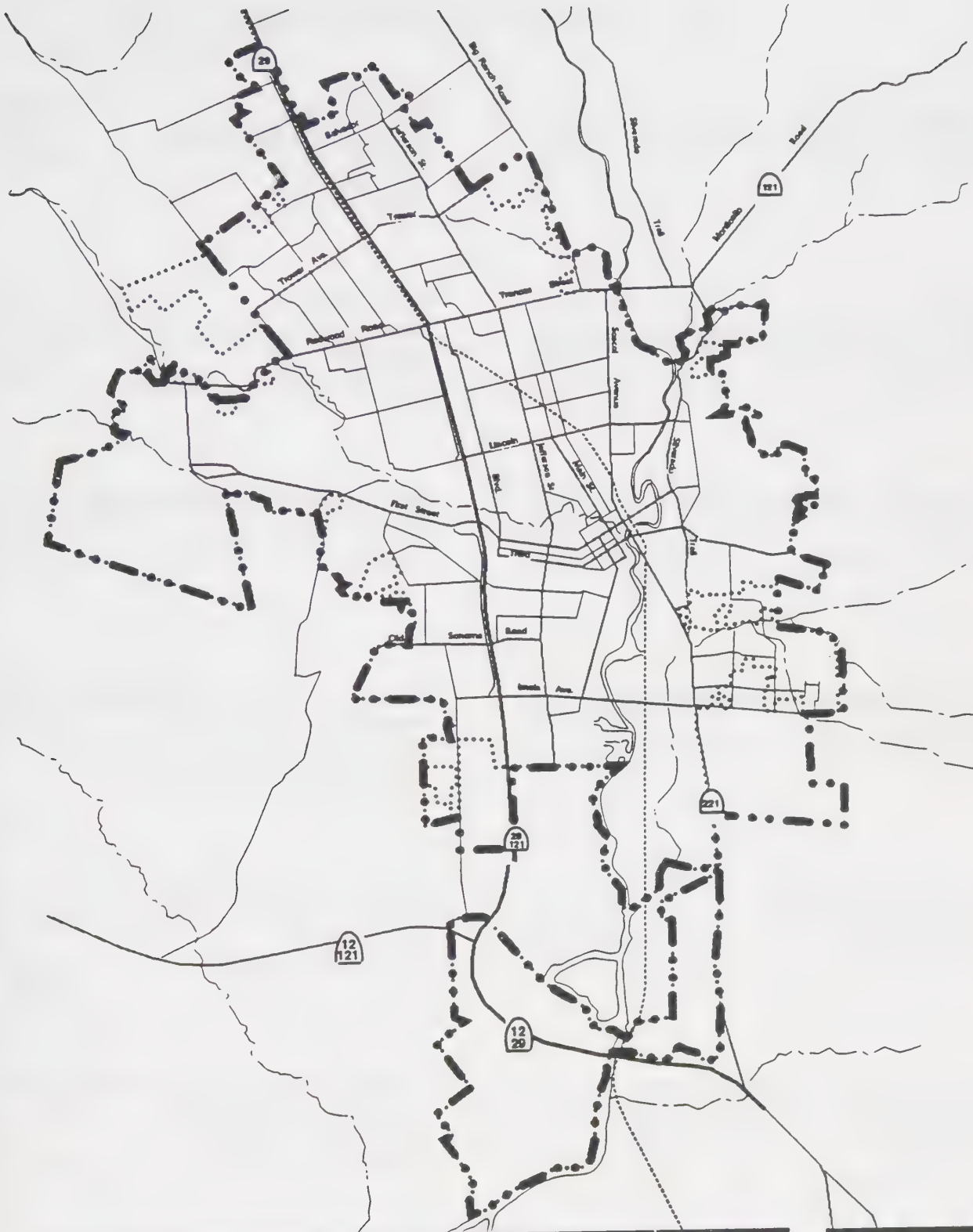
A 19 member citizen's advisory committee (CAC) was appointed in October 1991 to guide city staff in preparation of a *Concept Report*, which forms the philosophical basis for the new General Plan. Following several months of fact finding, the group had distilled its vision of Napa's future and agreed on a series of fundamental goal statements. In March 1992 a residential capacity analysis subcommittee of the CAC was formed to assist city planning staff in developing a method of assessing remaining residential potential within the RUL. At the direction of the CAC, staff prepared a comprehensive analysis of residential potential based on a neighborhood character sensitive methodology developed jointly by staff and the CAC subcommittee. Subcommittee members delineated neighborhood typology areas and staff assessed them for additional development potential. In November 1992 the CAC recommended using the neighborhood sensitive analysis system as a basis for the updated General Plan's residential categories and overall land use approach. A second year of public outreach verified community acceptance of the neighborhood based land use strategy and it was incorporated into the final General Plan *Concept Report*, published in March 1994.

PROJECT DESCRIPTION

The city of Napa is preparing an updated General Plan, called *Envision Napa 2020*, to replace the General Plan of 1982, as amended. The city intends to continue to limit future development within the city and its Sphere of Influence to the area within the RUL delineated in the plan update (Figure 1). As part of the planning for this infill process, a five member subcommittee of the CAC identified neighborhoods by type within the city's 12 planning areas. Additional potential for vacant and under developed land was then calculated by city staff based on two land use scenarios called "existing pattern" and "infill pattern." Both patterns are consistent with and retain neighborhood character. The EIR will evaluate the potential effects of the proposed infill pattern, and one alternative to the pattern, focusing on land use potential affected by the proposed Army Corps of Engineers Napa River Flood Control project. The existing 1982 general plan, as amended (i.e., no project) alternative will also be addressed.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

Pursuant to CEQA and the CEQA Guidelines, the EIR will describe the existing environmental conditions, analyze the potential effects of implementation of the proposed general plan update on existing environmental conditions, and proposed mitigation measures for identified impacts. As a program EIR, mitigation measures will be incorporated into the updated General Plan through policy statements and implementation measures. Probable environmental effects of *Envision Napa 2020* include the following: (1) traffic/circulation; (2) noise; (3) air quality; (4) jobs/housing balance and regional fair share housing requirements; (5) effects on the Napa River and its tributaries; (6) effects of the Napa River; (7) impacts to sensitive habitats including wetlands; (8) impacts on open space, scenic corridors and view sheds; and (9) impacts to historic and archeological resources.



City of Napa

RULSOKL.DS4

3/15/95

Figure 1

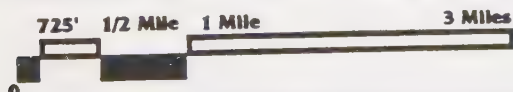
General Plan Update



North

Legend:
Rural Urban
Limit

City Limits



While every effort has been made to insure the accuracy of the information shown on this page, the City of Napa assumes no responsibility for liability from any errors or omissions.

ENVISION



N A P A

2 0 2 0

LIST OF AGENCIES AND GROUPS RECEIVING NOP

Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

County of Napa
Environmental Management
1195 Third Street
Napa, CA 94559

County of Napa
Conservation, Redevelopment and Planning Department
1195 Third Street, Room 210
Napa, CA 94559

County of Napa
Flood Control & Water Conservation District
1195 Third Street
Napa, CA 94559

California Native Plant Society
909 12th Street
Sacramento, CA 95814

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94101

Association of Bay Area Governments (ABAG)
P. O. Box 2050
Oakland, CA 94604-2050

Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700

Department of Water Resources
1416 Ninth Street, Room 449
Sacramento, CA 95814

Department of Fish and Game
District 3 Office
P. O. Box 47
Yountville, CA 94559

Wade Greene, Senior Transportation Planner
Transportation Planning Branch
Caltrans, District 4
P. O. Box 23660
Oakland, CA 94623-0660

Regional Water Quality Control Board
San Francisco Bay Region (2)
2101 Webster, Suite 500
Oakland, CA 94612

State Water Resources Control Board
Division of Water Quality
P. O. Box 100
Sacramento, CA 95814

Napa Valley Unified School District
Attention: Michael G. Dencavage
2425 Jefferson Street
Napa, CA 94558

Napa Sanitation District
P. O. Box 2480
Napa, CA 94559

Army Corps of Engineers
Attention: Regulatory Branch
211 Main Street
San Francisco, CA 94105

City of American Canyon
Planning Department
185 Elliott Drive
American Canyon, CA 94590

Town of Yountville
Planning Department
6550 Yount
Yountville, CA 94515

Local Agency Formation Commission
Attention: Charlie Wilson
195 Third Street
Napa, CA 94559

Pacific Gas and Electric Company
300 Burnell Street
Napa, CA 94559

Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

Department of Boating and Waterways
1629 S. Street
Sacramento, CA 95814

John Ponte
Congestion Management Agency
Napa County
95 Third Street
Napa, CA 94559

Ron Swim
Napans for Balance
3352 Sunview Drive
Napa, California 94558

Marlene Toledo
The Suscol Council
P. O. Box 5386
Napa, CA 94559

David Briggs
Napa Valley Sierra Club
1010 Alabama Street
Napa, CA 94558

Napa Valley Economic Development Corporation
Attn: Angie Pieper
201 5th Street
Napa, CA 94559

Napa Valley Family Homes
Attn: Grania Lindberg
1110 Adams Street
St. Helena, CA 94574

Jeanne Munoz, Senior Project Manager
OGDEN Environmental and Energy Services
221 Main Street, Suite 1400
San Francisco, CA 94105

Napa County Landmarks
Attn: John Whitridge
1026 First Street
Napa, CA 94558

Napa County Land Trust
1040 Main Street
Napa, CA 94558

a:GP_NOP.lst

DEPARTMENT OF TRANSPORTATION

BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454



March 21, 1995

Napa-General
NAP000037



Ms. Alwin Turiel Kloeb, AICP
City of Napa Planning Department
P. O. Box 660
Napa, CA 94559-0660

Re: Notice of Preparation: EIR FOR UPDATED COMPREHENSIVE GENERAL PLAN FOR THE CITY OF NAPA (ENVISION NAPA 2020).

Dear Ms. Kloeb:

Thank you for including the California Department of Transportation (Caltrans) in the early environmental review process for this project. We generally concur with the proposed scope of information to be addressed in the General Plan update and/or its environmental impact report (EIR). In terms of transportation elements, we offer the following suggestions:

Growth Alternatives and Timing of Infrastructure Improvements:

The general plan, as a concept document, must provide a framework upon which the impacts of future proposals can be measured and evaluated. It provides the City an opportunity to explore relationships between alternative growth scenarios, projected traffic generation and the cost and timing of needed circulation improvements for each phase (to build out). The discussion of potential mitigation measures to address the impacts of general plan growth scenarios should include, but not be limited to, the areas of financing, scheduling, implementation responsibilities and lead agency monitoring.

Linkage Between Land Use and Transportation – Traffic Impacts:

All land use changes described in the general plan should be accompanied by new trip generation rates, distribution percentages and assignment volumes. The year and source of traffic counts and volumes should be provided. Information should be shown on traffic diagrams that depict accurate circulation patterns and represent local streets, main arterials and all State facilities. Caltrans is primarily interested in impacts to State routes. AM and PM peak hour volumes and Average Daily Traffic (ADT) for weekdays and weekends should be included for both existing traffic and existing traffic plus traffic projected from the proposed land use changes.

Transportation Management Strategies:

The general plan should discuss the development of citywide Transportation System Management (TSM) and Transportation Demand Management (TDM) plans. The plans should define trip reduction and carpooling/vanpooling goals. Provisions for park and ride lots should be detailed. Accurate commuter information must be supplied in order to develop effective programs which are successful in reducing the demand for new transportation facilities.

Bicycle and pedestrian circulation and amenities should be discussed. Measures to encourage the use of transit options should be included.

We suggest that a discussion of strategies to achieve a job/housing balance be included. The discussion should go beyond a detailing of the number of units to number of jobs; it should examine the match of incomes to housing pricing. A supply of affordable housing for local workers reduces the need for long commutes. Caltrans considers this to be a trip reduction strategy.

Public/Private Sector Cooperation:

Guidelines should be developed within the general plan to encourage the participation of project proponents in the development and maintenance of an efficient transportation system. Joint impact mitigation measures and funding mechanisms, such as assessment districts, impact fees and right-of-way dedication, should be devised to fairly assess each project's responsibility.

Air Quality:

Air quality concerns should be fully addressed. Some communities have chosen to create separate air quality elements, while others have included this discussion in a conservation element.

We look forward to reviewing the EIR for the general plan. We expect to receive a copy from the State Clearinghouse, but to expedite our review you may send two copies in advance to:

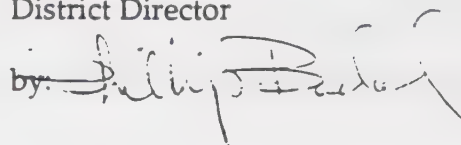
Office of Transportation Planning
IGR/CEQA Branch
Caltrans, District 4
P. O. Box 23660
Oakland, CA 94623-0660

Kloeb/NAP000037
March 21, 1995
Page 3

Should you have any questions concerning our comments, please call Timothy Sable of my staff at (510) 286-5555.

Sincerely,

JOE BROWNE
District Director

by: 

PHILLIP BADAL
District Branch Chief
IGR/CEQA

cc: Michael Chiriatti, SCH
Patricia Perry, ABAG
Craig Goldblatt, MTC

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

SAN FRANCISCO BAY REGION

2101 WEBSTER STREET, Suite 500

OAKLAND, CA 94612

Tel: (510) 286-1255

FAX: (510) 286-1380

BBS: (510) 286-0404



May 4, 1995

File No. 2138.04 (LCF)

Alwin Turiel Kloeb
City of Napa
PO Box 660
Napa, CA 94559

Re: General Plan Update

Dear Ms. Kloeb:

We have received your Notice of Preparation of a Draft Environmental Impact Report for the City of Napa General Plan. You have requested comments on the scope of the EIR. The following is a list of potential impacts which are germane to the RWQCBs statutory responsibilities:

1. Water quality impacts associated with increased sewage production due to population growth. It is important to identify alternatives to increased discharges to the Napa River (ie. increased reclamation through agricultural and landscaping uses).
2. Impact of increased water demand on Napa River and tributaries, and groundwater.
3. Water quality impacts associated with an increase in stormwater pollutants. To sufficiently address this potential impact the City of Napa needs to develop an urban runoff control program. The City has previously been required to develop such a program by the RWQCB as discussed below.

The City of Napa was notified by letter February 11, 1992 of the requirements and timelines set forth in the RWQCB Basin Plan formalizing an Urban Runoff Management Program. The Basin Plan requires that all local agencies in Napa County which own or have responsibility for storm drain systems develop a baseline program to prevent the increase in pollutants in discharges from these systems. This includes the following:

"Ordinances or other means of requiring the control of runoff from new development and significant redevelopment both during construction and after construction is completed."

The 2/11/92 letter directed the City to review and revise the planning procedures and develop or revise comprehensive master plans to assure that

increases in pollutant loading associated with newly developed and significantly redeveloped areas are, to the maximum extent practicable, limited (see attached 2/11/92 letter for complete list of program elements).

4. Impacts associated with the loss of sensitive habitats and open space:

- wetlands
- Riparian zones
- open space with vegetated cover (provides pollutant removal and groundwater infiltration).

Numerous municipalities throughout the country have been developing watershed protection plans. An integral component of these plans is the systematic identification of the existing natural resources and sensitive habitats, and subsequent plans to protect those areas determined to have the highest value.

5. Impacts of increased development on flood control in the absence of the proposed Army Corps of Engineers Flood Control Project, or in areas not affected by this project. It is important to develop an environmentally sensitive flood control program which maintains the integrity of the creeks and other waterways.

If you have any questions, please contact me at 510-286-0428.

Sincerely,



Leslie C. Ferguson
Water Resources Control Engineer
Watershed Management Division

MTC
METROPOLITAN
TRANSPORTATION
COMMISSION

DIANNE MCKENNA, CHAIR
Association of
Bay Area Governments

JAMES SPIELING, VICE CHAIR
Solano County and Cities

ART AGNOS
U.S. Department of
Housing and Urban Development

JANE BAUER
Cities of San Mateo County

JAMES T. BEALL JR.
Santa Clara County

SHARON BROWN
Cities of Contra Costa County

JOE BROWNE
State Business Transportation
and Housing Agency

EDWARD R. CAMPBELL
Alameda County

WILLIAM P. DUPLESSA
U.S. Department of Transportation

MARY GRIPPIN
San Mateo County

ELIHU HARRIS
Cities of Alameda County

TOM HSEH
City and County of San Francisco

JEAN MCCOWN
Cities of Santa Clara County

FRED NEGRI
Napa County and Cities

JON RUBIN
San Francisco Mayor's Appointee

ANGELO J. SIRACUSA
San Francisco Bay Conservation
and Development Commission

TOM THILAKSON
Contra Costa County

DOUG WILSON
Marin County and Cities

SHARON WRIGHT
Sonoma County and Cities

LAWRENCE D. DAHMS
Executive Director

WILLIAM F. HEIN
Deputy Executive Director

May 5, 1995

Alwin Turiel Kloeb
General Plan Project Manager
Planning Department
City of Napa
1600 First Street
PO Box 660
Napa, CA 94559-0660

Re: Notice of Preparation: City of Napa General Plan Update EIR

Dear Ms. Kloeb:

This letter contains Metropolitan Transportation Commission (MTC) staff recommendations of the transportation system impact analysis that should be included in the EIR for the City of Napa General Plan Update. The proposed general plan would guide future development in the City of Napa through 2020. The plan includes a buildout population and employment potential of 11,500 new residents, 4,650 new residential units, and 11,480 new jobs. The plan also continues the use of a rural urban limit and greenbelt concept in combination to "contain" the city's urban expansion.

Please clearly document your traffic analyses in the DEIR. In particular, document impacts, if any, to the Metropolitan Transportation System (MTS) in Napa County. Enclosed with this letter are two maps that show the Napa County MTS. Assumptions for transportation projects in the DEIR should include only projects that are identified in the 1994 Regional Transportation Plan.

We look forward to reviewing the Draft EIR. If we can be of any assistance, please do not hesitate to call.

Sincerely,

Michelle Morris

Michelle Morris
Transportation Planner

cc: Craig Goldblatt, MTC

JOSEPH P. BORT METROCENTER • 101 EIGHTH STREET • OAKLAND, CA 94607-4700
510/464-7700 • TDD/TTY 510/464-7769 • FAX 510/464-7848

MTS Transit Corridors Napa County



MTS Streets, Highways & Freight Systems Napa County



Appendix B
Policy Resolution No. 27 – Standard Mitigation
Measures and Conditions of Approval

POLICY RESOLUTION NO. 27

**A POLICY RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NAPA,
STATE OF CALIFORNIA ESTABLISHING STANDARD MITIGATION
MEASURES AND CONDITIONS OF APPROVAL FOR ALL DEVELOPMENT
PROJECTS WITHIN THE CITY OF NAPA**

WHEREAS, Section 15.50.010 of the Napa Municipal Code provides that the City Council by resolution may establish standard mitigation measures and conditions of approval which, upon adoption, shall be deemed imposed on all applicable development projects within the City of Napa; and

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Napa, State of California, as follows:

Section 1: That Policy Resolution No. 27 as adopted on August 4, 1992 is hereby amended.

Section 2: The City Council does hereby adopt the mitigation measures set forth on the attached Attachment A, as the City of Napa Standard Mitigation Measures. Unless otherwise authorized by the City for a specific project, these mitigation measures are (a) hereby imposed on every development project approved by the City of Napa for which an Environmental Impact Report is prepared, and (b) shall be included in project plans or proposals made by or agreed to by an applicant before a Negative Declaration may be released for public review.

Section 3: The City Council does hereby adopt the standard conditions of approval set forth on Attachment B, as the City of Napa Standard Project Conditions. Unless otherwise provided in a specific project approval, these conditions are hereby imposed on each applicable development project hereafter approved or deemed approved in the City of Napa.

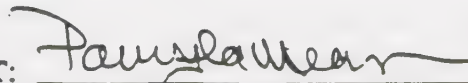
I HEREBY CERTIFY that the foregoing resolution was duly and regularly adopted by the City Council of the City of Napa at a regular meeting of said City Council of the City of Napa at a regular meeting of said City Council held of the 21st day of November, 1995, by the following roll call vote:

Ayes: Wagenknecht, Watter, Busenbark, Martin and Solomon

Noes: None

Absent: None

ATTEST:



CITY CLERK OF THE CITY OF NAPA

Editor's Notes:	Adopted	08/04/92
	Amended	09/20/94
	Amended	09/19/95
	Amended	11/21/95 - Commercial construction debris

**CITY OF NAPA
POLICY RESOLUTION NO. 27**

**ATTACHMENT A
STANDARD MITIGATION MEASURES**

EARTH

1. All Project-related grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Napa Public Works Department Standard Specifications (hereinafter referred to as PWD Standard Specifications).
2. All construction activities shall meet the Uniform Building Code regulations for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets, etc.).
3. All construction activities shall be performed in a manner that minimizes, to the maximum extent practicable, any pollutants entering directly or indirectly the storm water system or ground water.
4. If any grading or excavation activities will be performed between October 15 through April 1, the Developer shall provide an erosion and sediment control plan and a schedule for implementation of approved measures to the Public Works Director for approval. No such grading and excavation shall be performed except in accordance with the approved plan and schedule.
5. Hydroseeding of all disturbed slopes shall be completed by November 1.
6. For all subdivisions and parcel maps, the Developer shall prepare Soils Investigation/Geotechnical Report in accordance with Section 16.36.200 of the NMC. It shall be submitted to the Public Works Director for review and determination of adequacy before approval of the parcel or final map. The improvement plans shall incorporate all design and construction criteria specified in the report. The geotechnical engineer shall sign the improvement plans and approve them as conforming to their recommendations prior to final map approval. The geotechnical engineer shall also assume responsibility for inspection of the work and shall certify to the City, prior to acceptance of the work, that the work performed is adequate and complies with their recommendations. Additional soils information may be required by the Chief Building Inspector during the plan check of individual house plans in accordance with Title 15 of the NMC.

AIR

1. Grading and construction equipment shall be shut down when not in use.
2. Construction activities shall not occur during windy periods.
3. Exposed soil surfaces shall be periodically sprinkled to retard dust; no City water shall be used for this purpose.

WATER

1. To insure adequate drainage control, the Developer of any project which introduces new impervious surfaces (roof, driveways, patios) which will change the rate of absorption of drainage or surface run-off shall submit a drainage and grading plan designed in accordance with the City of Napa Public Works Department Standard Specifications to the Public Works Department for its approval.
2. If the project is in the Flood Hazard or Floodway Areas of the Napa River or its tributaries, Developer shall submit Certifications of Compliance by a registered architect or civil engineer required by NMC Chapter 17.62 to the Public Works Department at the times set forth in Chapter 17.62.
3. Side yards of each lot shall have of a minimum unobstructed width of five (5) feet. No building encroachments, door landings or mechanical equipment shall be placed in this unobstructed area without the review and approval of the Public Works Director in order to assure adequate drainage.
4. For any construction activity that results in the disturbance of five (5) acres or greater total land area, or is part of a larger common plan of development that disturbs five (5) acres or greater total land area, Developer shall obtain all required permits from the California Regional Water Quality Control Board prior to any grading or construction activity.
5. The Developer shall ensure that no construction materials (e.g., cleaning fresh concrete from equipment) are conveyed into the storm drain system.
6. All materials that could cause water pollution (i.e., motor oil, fuels, paints, etc.) shall be stored and used in a manner that will not cause any pollution. All discarded material and any accidental spills shall be removed and disposed of at an approved disposal site.
7. The Developer of an industrial facility shall obtain a NPDES permit from the State Water Resources Control Board prior to establishment of the use.
8. All faucets in sinks and lavatories shall be equipped with faucet aerators designed to limit the maximum flow to two and two tenths (2.2) gallons per minute.
9. All shower heads shall be of a design to limit the maximum flow to two and one-half (2.5) gallons per minute.
10. The Developer shall completely offset the water requirements of this project by complying with the retrofit requirements of Ordinance No. O93-010.

NOISE

1. Construction activities shall be limited to specific times pursuant to NMC 8.08.025 which limits construction activities to 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 4:00 p.m. on weekends or legal holidays, unless a permit is first secured from the City Manager (or his/her designee) for additional hours. The ordinance further states that there will be: no start up of machines nor equipment prior to 8:00 a.m., Monday through Friday; no delivery of

materials nor equipment prior to 7:30 a.m. nor past 5:00 p.m., Monday through Friday; no cleaning of machines nor equipment past 6:00 p.m., Monday through Friday; no servicing of equipment past 6:45 p.m., Monday through Friday.

2. Construction equipment must have state-of-the-art muffler systems required by current law. Muffler systems shall be properly maintained.
3. Noisy stationary construction equipment, such as compressors, shall be placed away from developed areas off-site and/or provided with acoustical shielding.
4. Grading and construction equipment shall be shut down when not in use.

LIGHT & GLARE

1. All new lighting shall be shielded to avoid glare and directed onto the project site and access ways.
2. Low-level lighting shall be utilized in any parking area(s) as opposed to elevated high-intensity light standards.

VISUAL

1. All new utilities shall be placed underground.
2. The Developer shall:
 - (a) Submit to and receive approval by the Planning Department of a Landscape and Irrigation Plan designed and signed by a licensed landscape architect or landscape contractor prior to the issuance of a building permit, commencement of use, or approval of a final or parcel map. The plan shall conform to the City of Napa's Water Efficient Landscape Guidelines. A final fencing and lighting plan may be included or submitted separately.
 - (b) Install or execute the City's Installation Agreement, including appropriate security, for the landscaping and irrigation.
 - (c) Prior to initial occupancy and the release of installation security, the licensed professional who signed the final landscape and irrigation plans (and final fencing and lighting plans if included) shall certify in writing to the Planning Director that he or she has inspected and approved and installation of the landscaping and irrigation (and fencing and lighting if included) and found them to be consistent with the approved plan and that the systems are in working order.
 - (d) Prior to occupancy, the Developer shall execute and record the City's Landscape Maintenance Agreement.
3. The Developer shall secure separate architectural review approval for any signage for the project.

TRANSPORTATION/CIRCULATION

1. All required public frontage and street improvements shall be designed and built in accordance with City of Napa ordinances and the PWD Standard Specifications.
2. During non-working hours, open trenches shall be provided with appropriate signage, flashers, and barricades approved by the Street Superintendent to warn oncoming motorists, bicyclists, and pedestrians of potential safety hazards.
3. All road surfaces shall be restored to pre-project conditions after completion of any project-related pipeline installation activities.
4. Any pedestrian access through and/or adjacent to the project site shall remain unobstructed during project construction or an alternate route established as approved by the Police Chief and Public Works Director.
5. In order to mitigate the cumulative impact of the traffic generated by the subject project on the City's arterial and collective street system, the Developer shall pay a Street Improvement Fee in accordance with Ordinance No. 4127 and Resolution 89-362 to pay for the traffic improvements identified therein. Such fee shall be payable at the rate in effect at the time of payment. The findings set forth in the ordinance and resolution are incorporated herein. The City further finds that the calculation of the fees in accordance with the trip generation capacity of development demonstrates there is a reasonable relationship between the amount of the fees imposed and the cost of the street improvements attributable to this project.

PUBLIC SERVICES/SCHOOLS

1. Developer shall comply with all applicable requirements of the Uniform Fire Code the Fire Department and PWD Standard Specifications and the Fire Department "Standard Requirements for Commercial/Residential Projects," including, without limitation, the requirements for access, new construction, smoke detectors, fire extinguishers, fire hydrants, etc. Existing fire hydrants may be used to meet hydrant location requirements only if they meet or are changed to meet current hydrant specifications.
2. Properties having common ownership shall provide the Fire Department with a notarized copy of the recorded conditions, covenants, and restrictions agreement in a form satisfactory to the City Attorney ensuring that all components of fire protection system(s), and fire access roads will be maintained by a maintenance district, owner's association, or similar legally responsible entity.
3. All newly constructed buildings must have automatic sprinkler systems conforming to NFPA and City Standard Specifications, for which installation permit must be obtained from Fire Prevention. In multi-building complexes, or in buildings with three (3) or more stories, special monitoring conditions will be required. Existing habitable buildings which are retained shall be retrofitted.
4. The Developer of any project proposing a change in occupancy use classification (as defined in the Uniform Building Code Table 5A) in a building protected by automatic fire sprinklers shall have the sprinkler system evaluated by a licensed fire sprinkler contractor or fire protection engineer for compliance with National Fire Protection Association Installation Standards. A written report of the inspection findings shall be submitted to the Fire Department prior to final

occupancy clearance. A permit is required from Fire Prevention for sprinkler system alterations.

5. The Developer of any project which proposes commercial occupancies shall secure approval from Fire Prevention and Building Departments prior to signing lease agreements and allowing occupancy of prospective occupants that pose possible fire and life safety hazards, or are classified, or are classified by the Uniform Building Code as an H (hazardous) occupancy.

Examples of these types of occupancies are: Storage of flammable, combustible, explosive, or toxic materials, manufacturing processes involving the above, woodworking shops, fire rebuilding or storage, automotive repair, auto body repair and/or painting, factories where loose combustible fibers are present, semi-conductor fabrication facilities, bulk paint storage, etc.

6. Developer shall pay the required fire and paramedic fees for new development in accordance with Napa Municipal Code Chapter 15.78. Such fees shall be payable at the rate in effect at the time of payment for the unit involved. The findings set forth in such chapter and Resolution 94-106 are incorporated herein. The City further finds that calculation of the fee pursuant to the formula set forth therein demonstrates that there is a reasonable relationship between the fees imposed and the cost of improvements attributable to this project.
7. During the construction/demolition/renovation period of the project, Developer shall use the franchised garbage hauler for the service area in which the project is located to remove all wastes generated during project development, unless Developer transports project waste. If the Developer transports the project's waste, Developer must use the appropriate landfill for the service area in which the project is located.
8. Developer shall provide for the source separation of wood waste for recycling. Developer shall use the franchised garbage hauler for the service area in which located for collection of such wood waste, unless the Developer transports such wood waste to a location where wood waste is recycled.
9. The Developer of a commercial, industrial or multi-family project with common waste disposal facilities shall submit to and receive approval from the Public Works Director of a source reduction plan which meets the City's Source Reduction and Recycling Element and implementing guidelines.
10. A recycling/solid waste enclosure shall be provided in accordance with Chapter 17.102, et seq. of the NMC for all commercial, industrial and multi-family projects with common solid waste facilities.
11. Developer shall pay the required fees for each new dwelling unit in accordance with the Napa Municipal Code Chapter 15.68. Such fee shall be payable at the rate in effect at the time of payment for the unit involved. The findings set forth in such chapter and Resolution 92-084 are incorporated herein. The City further finds that calculation of the fee due pursuant to the formula set forth in Section 15.68.040 of the Napa Municipal Code demonstrates that there is a reasonable relationship between the fees imposed and the cost of the improvements attributable to this project.
12. Unless project approval requires only land dedication, the Developer shall pay in-lieu park dedication fee(s) in accordance with and for the purposes of NMC Sections 16.32.040, 15.68.010 and 15.68.090 for each residential unit authorized or allowed by project approval. Such fee(s)

shall be payable at the rate in effect at time of payment. The findings set forth in those sections and in Resolution 92-084 are incorporated herein. The City further finds that the calculation of fees in accordance with the formula set forth in NMC Section 16.32.040D demonstrates that there is a reasonable relationship between the amount of fees imposed and the costs of acquisition attributable to this project.

UTILITIES

1. Prior to trenching within existing roadway areas, the Developer's engineer shall ascertain the location of all underground utility systems and shall design any proposed subsurface utility extensions to avoid disrupting the services of such systems.
2. Water and energy conservation measures shall be incorporated into project design and construction in accordance with applicable codes and ordinances.
3. The project shall be connected to the Napa Sanitation District for sanitary sewer service. If the subject property is presently served by individual sewage disposal systems, the septic systems, set backs, and reserve areas must be protected and maintained during cleaning, grading, construction, and after connection to the District, the existing septic tank(s) shall be properly destroyed.
4. The project shall be connected to the City of Napa water system. Any existing well must be properly protected from potential contamination. If an existing well is to be destroyed, a well-destruction permit must be obtained from the Napa County Department of Environmental Management by a licensed well driller. If an existing well is not destroyed, it must be properly protected and an approved backflow prevention device installed according to the Water District's specifications.
5. The project shall be designed and built in accordance with the PWD Standard Specification regarding the adequate conveyance of storm waters.

ARCHEOLOGICAL/HISTORICAL/CULTURAL

1. If any archeological materials or objects are unearthed during project construction, all work in the vicinity shall be immediately halted until a qualified archeologist is retained by the City to evaluate the finds. Developer shall comply with all mitigation recommendations of the archeologist prior to commencing work in the vicinity of the archeological finds.

BUILDING

1. Developer shall comply with all requirements of federal, state, and local laws applicable to project construction and issuance of building permits.

IMPLEMENTATION

1. Developer shall comply with the monitoring/reporting check lists development pursuant to the

City of Napa Resolution 90-108 regarding CEQA implementation procedures for both standard and project specific mitigation measures.

2. Unless otherwise provided, all measures included in project approval pursuant to NMC Chapter 17.60 (CR suffix and flood evacuation) shall be installed or carried out prior to final clearance of the building permit or concurrently with the installation of site improvements in the case of a subdivision map.
3. Developer shall notify all employees and agents of the mitigation measures and conditions applicable to the project and shall ensure compliance with such measures and conditions. Developer shall also notify all assigns and transfers of the same.

MONITORING & REPORTING PLAN FOR STANDARD MITIGATION MEASURES*

MITIGATION MEASURE		METHOD OF MONITORING/REPORTING		VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
EARTH						
1.	All Project-related grading, trenching, backfilling, and compaction operations shall be conducted in accordance with the City of Napa Public Works Department Standard Specifications (hereinafter referred to as PWD Standard Specifications).	(a)	City shall review and approve grading and drainage plan prior to issuance of Building Permit	Public Works (Eng)	(a) Building Permit Issuance	
		(b)	City shall inspect construction activities.	Public Works (Eng)	(b) Project Constr.	
2.	All construction activities shall meet the Uniform Building Code regulations for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets, etc.	(a)	City shall review and approve plans prior to issuance of Building Permit.	Building	(a) Building Permit Issuance	
		(b)	City shall inspect construction.	Building	(b) Project Constr.	
3.	All construction activities shall be performed in a manner that minimizes, to the maximum extent practicable, any pollutants entering directly or indirectly the storm water system or ground water.	(a)	Developer shall submit copies of all required permits to City prior to issuance of Building Permit.	Public Works	(a) Building Permit Issuance	
		(b)	City shall inspect construction activities.	Public Works (Eng)	(b) Project Constr.	
4.	If any grading or excavation activities will be performed between October 15 through April 1, the Developer shall provide an erosion and sediment control plan and a schedule for implementation of approved measures to the Public Works Director for approval. No such grading and excavation shall be performed except in accordance with the approved plan and schedule.	(a)	City shall review and approve erosion control plan and implementation schedule.	Public Works (Eng)	(a) Building Permit Issuance	
		(b)	City shall inspect grading and excavation.	Public Works (Eng)	(b) Project Constr.	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
5. Hydroseeding of all disturbed slopes shall be completed by November 1.	City shall inspect.	Public Works (Eng)	Project Constr.	
6. For all subdivisions and parcel maps, the Developer shall prepare Soils Investigation/Geotechnical Report in accordance with Section 16.36.200 of the NMC. It shall be submitted to the Public Works Director for review and determination of adequacy before approval of the Parcel or Final Map. The improvement plans shall incorporate all design and construction criteria specified in the report. The geotechnical engineer shall sign the improvement plans and approve them as conforming to their recommendations prior to Final Map approval. The geotechnical engineer shall also assume responsibility for inspection of the work and shall certify to the City, prior to acceptance of the work, that the work performed is adequate and complies with their recommendations. Additional soils information may be required by the Chief Building Inspector during the plan check of the individual house plans in accordance with Title 15 of the NMC.	(a) City shall review and approve soils investigation/geotechnical report	Public Works (Eng)	(a) Parcel/ Final Map Approval	
	(b) City shall not approve improvement plans until certified by geotechnical engineer.	Public Works (Eng)	(b) Approval of inspection plans	
	(c) Engineer shall submit certification to City.	Public Works (Eng)	(c) Project Acceptance	
	(d) City shall review and delineate additional requirements during plan check.	Public Works (Bldg)	(d) Building Permit Issuance	
AIR				
1. Grading and construction equipment shall be shut down when not in use.	City shall inspect construction activities.	Public Works (Eng)	Project Constr.	
2. Construction activities shall not occur during windy periods.	City shall inspect construction activities.	Public Works (Eng)	Project Constr.	
3. Exposed soil surfaces shall be periodically sprinkled to retard dust; no city water shall be used for this purpose.	City shall inspect construction activities.	Public Works (Eng)	Project Constr.	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
WATER				
1. To insure adequate drainage control, the Developer of any project which introduces new impervious surfaces (roof, driveways, patios) which will change the rate of absorption of drainage or surface run-off shall submit a drainage and grading plan designed in accordance with the City of Napa Public Works Department Standard Specifications to the Public Works Department for its approval. All construction work shall be in accordance with the approved plans.	(a) City shall review and approve plan. (b) City shall inspect construction.	Public Works (Eng) Public Works (Eng)	(a) Building Permit Issuance (b) Project Constr.	
2. If the project is in the Flood Hazard or Floodway Areas of the Napa River or its tributaries, Developer shall submit Certifications of Compliance by a registered architect or civil engineer required by NMC Chapter 17.62 to the Public Works Department at the times set forth in Chapter 17.62.	(a) City shall review certifications prior to approval of any Final Map. (b) City shall review certifications prior to occupancy.	Public Works (Eng) Building	(a) Final Map Approval (b) Cert. of Occupancy	
3. Side yards of each lot shall have of a minimum unobstructed width of five (5) feet. No building encroachments, door landings or mechanical equipment shall be placed in this unobstructed area without the review and approval of the Public Works Director.	City shall inspect for compliance.	Public Works (Eng)	Cert. of Occupancy	
4. For any construction activity that results in the disturbance of five (5) acres or greater total land area, or is part of a larger common plan of development that disturbs five (5) acres or greater total land area, Developer shall obtain all required permits from the California Regional Water Quality Control Board prior to any grading or construction activity.	(a) Developer shall submit copy of NOI prior to approval of Final Map or other discretionary permit. (b) Developer shall submit copy of permit(s) prior to issuance of grading permit.	Public Works (Eng) Building	(a) Final Map Approval or other Discretionary Approval (b) Grading Permit Issuance	
5. Developer shall ensure that no construction materials (e.g., cleaning fresh concrete from equipment) are conveyed into the storm drain system.	City shall inspect construction activities.	Public Works	Project Constr.	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
6. All materials that could cause water pollution (i.e., motor oil, fuels, paints, etc.) shall be stored and used in a manner that will not cause any pollution. All discarded material and any accidental spills shall be removed and disposed of at an approved disposal site.	City shall inspect for compliance.	Public Works	Project Constr.	
7. The Developer of an industrial facility shall obtain a NPDES permit from the State Water Resources Control Board prior to establishment of the use.	Developer shall submit copy of permit prior to issuance of Building Permit or establishment of use.	Public Works	Building Permit Issuance	
8. All faucets in sinks and lavatories shall be equipped with faucet aerators designed to limit the maximum flow to two and two tenths (2.2) gallons per minute.	City shall inspect for compliance.	Building	Cert. of Occupancy	
9. All shower heads shall be of a design to limit the maximum flow to two and one-half (2.5) gallons per minute.	City shall inspect for compliance.	Building	Cert. of Occupancy	
10. The Developer shall completely offset the water requirements of this project by complying with the retrofit requirements of Ordinance No. 093-010.	Developer shall submit Cert. of Compliance and City shall inspect for compliance.	Public Works (Wtr)	Cert. of Occupancy	
NOISE				
1. Construction activities shall be limited to specific times pursuant to NMC 8.08.025 which limits construction activities to 7:00 a.m. to 7:00 p.m., Monday through Friday and 8:00 a.m. to 4:00 p.m. on weekends or legal holidays, unless a permit is first secured from the City Manager (or his/her designee) for additional hours. The ordinance further states that there will be: no start up of machines nor equipment prior to 8:00 a.m., Monday through Friday; no delivery of materials nor equipment prior to 7:30 a.m. nor past 5:00 p.m., Monday through Friday; no cleaning of machines nor equipment past 6:00 p.m., Monday through Friday; no servicing of equipment past 6:45 p.m., Monday through Friday.	(a) Developer shall post on-site notice of times for construction. (b) City shall inspect for compliance.	Public Works (Eng) Public Works (Eng)	(a) Project Constr. (b) Project Constr.	
2. Construction equipment must have state-of-the-art muffler systems required by current law. Muffler systems shall be properly maintained.	City shall inspect construction equipment.	Public Works (Eng)	Project Constr.	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
3. Noisy stationary construction equipment, such as compressors, shall be placed away from developed areas off-site and/or provided with acoustical shielding.	City inspects location of equipment.	Public Works (Eng)	Project Constr.	
4. Grading and construction equipment shall be shut down when not in use.	City shall inspect for compliance.	Public Works (Eng)	Project Constr.	
LIGHT & GLARE				
1. All new lighting shall be shielded to avoid glare and directed onto the project site and access ways.	(a) City shall review and approve lighting plan prior to issuance of Building Permit.	Planning	(a) Building Permit Issuance	
	(b) City shall inspect installation.	Public Works (Eng)	(b) Project Constr.	
2. Low-level lighting shall be utilized in any parking area(s) as opposed to elevated high-intensity light standards.	(a) City shall review and approve lighting plan prior to issuance of Building Permit.	Planning	(a) Building Permit Issuance	
	(b) City shall inspect installation.	Public Works (Eng)	(b) Project Constr.	
VISUAL				
1. All new utilities shall be placed underground.	(a) City shall review and approve plans prior to issuance of a Building Permit.	Public Works (Eng), Building	(a) Building Permit Issuance	
	(b) City shall inspect installation.	Public Works (Eng)	(b) Project Constr.	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
<p>2. The Developer shall:</p> <p>(a) Submit to and receive approval by the Planning Department of a Landscape and Irrigation Plan designed and signed by a licensed landscape architect or landscape contractor prior to the issuance of a Building Permit, commencement of use, or approval of a Final or Parcel Map. The plan shall conform to the City of Napa's Water Efficient Landscape Guidelines. A final fencing and lighting plan may be included or submitted separately.</p> <p>(b) Install or execute the City's Installation Agreement, including appropriate security, for the landscaping and irrigation.</p> <p>(c) Prior to initial occupancy and the release of installation security, the licensed professional who signed the final landscape and irrigation plans (and final fencing and lighting plans if included) shall certify in writing to the Planning Director that he or she has inspected and approved and installation of the landscaping and irrigation (and fencing and lighting if included) and found them to be consistent with the approved plan and that the systems are in working order.</p> <p>(d) Prior to occupancy, the Developer shall execute and record the City's Landscape Maintenance Agreement.</p>	<p>(a) City shall review and approve plan.</p> <p>(b) City shall inspect for compliance or Developer shall submit agreement.</p> <p>(c) Developer shall submit required certification.</p> <p>(d) Developer shall submit required agreement prior to occupancy.</p>	<p>Planning</p> <p>Planning</p> <p>Planning</p> <p>Planning</p>	<p>(a) Final/Parcel Map approval; Issuance of Building Permit, whichever comes first.</p> <p>(b) Final/Parcel Map, commencement of use, Cert. of Occupancy, whichever comes first.</p> <p>(c) Cert. of Occupancy</p> <p>(d) Cert. of Occupancy</p>	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
3. The Developer shall secure separate architectural review approval for any signage for the project.	City shall inspect for compliance.	Planning	Cert. of Occupancy	
TRANSPORTATION/CIRCULATION				
1. All required public frontage and street improvements shall be designed and built in accordance with City of Napa ordinances and the PWD Standard Specifications.	(a) City shall review and approve plans prior to issuance of a Building Permit.	Public Works (Eng)	(a) Building Permit Issuance	
	(b) City shall inspect construction.	Public Works (Eng)	(b) Project Constr.	
2. During non-working hours, open trenches shall be provided with signage, flashers, and barricades approved by the Street Superintendent to warn oncoming motorists, bicyclists, and pedestrians of potential safety hazards.	City shall inspect for compliance.	Public Works (Eng)	Project Constr.	
3. All road surfaces shall be restored to pre-project conditions after completion of any project-related pipeline installation activities.	City shall inspect restoration prior to release of security.	Public Works (Eng)	Release of Security	
4. Any pedestrian access through and/or adjacent to the project site shall remain unobstructed during project construction or an alternate route established as approved by the Police Chief and Public Works Director.	City shall inspect for compliance.	Public Works (Eng)	Project Constr.	
5. In order to mitigate the cumulative impact of the traffic generated by the subject project on the City's arterial and collective street system, the Developer shall pay a Street Improvement Fee in accordance with Ordinance No. 4127 and Resolution 89-362 to pay for the traffic improvements identified therein. Such fee shall be payable at the rate in effect at the time of payment.	Developer shall submit required fee with application.	Building	Building Permit Issuance or Cert. of Occupancy/final inspection as applicable.	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
PUBLIC SERVICES/SCHOOLS				
1. Developer shall comply with all applicable requirements of the Uniform Fire Code and the City of Napa Fire and Public Works Standard Specifications including, without limitation, the requirements for access, new construction, smoke detectors, fire extinguishers, fire hydrants, etc. Existing fire hydrants may be used to meet hydrant location requirements only if they meet or are changed to meet current hydrant specifications.	City shall review and approve plans prior to issuance of a Building Permit.	Fire Prev.	Building Permit Issuance	
2. Properties having common ownership shall provide the Fire Department with a notarized copy of the recorded conditions, covenants, and restrictions agreement in a form satisfactory to the City Attorney ensuring that all components of fire protection systems), and fire access roads will be maintained by a maintenance district, owner's association, or similar legally responsible entity.	Developer shall submit CC&R's to City prior to approval of the Final/Parcel Map.	Fire Prev.	Final Map Approval	
3. All newly constructed buildings must have automatic sprinkler systems conforming to NFPA and City Standard Specifications, for which installation permit must be obtained from Fire Prevention. In multi-building complexes, or in buildings with three (3) or more stories, special monitoring conditions will be required. Existing habitable buildings which are retained shall be retrofitted.	(a) City shall review & approve plans prior to issuance of Building Permit.	Fire Prev.	(a) Building Permit Issuance	
	(b) City shall inspect construction.	Fire Prev.	(b) Project Constr.	
4. The Developer of any project proposing a change in occupancy use classification (as defined in the Uniform Building Code Table 5A) in a building protected by automatic fire sprinklers shall have the sprinkler system evaluated by a licensed fire sprinkler contractor or fire protection engineer for compliance with National Fire Protection Association Installation Standards. A written report of the inspection findings shall be submitted to the Fire Department prior to final occupancy clearance. A permit is required from Fire Prevention for sprinkler system alterations.	(a) Developer shall submit written report prior to occupancy clearance.	Fire Prev.	(a) Cert. of Occupancy	
	(b) Applicant shall receive any required permits prior to occupancy.	Fire Prev.	(b) Cert. of Occupancy	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
<p>5. The Developer of any project which proposes commercial occupancies shall secure approval from Fire Prevention and Building Departments prior to signing lease agreements and allowing occupancy of prospective occupants that pose possible fire and life safety hazards, or are classified, or are classified by the Uniform Building Code as an H (hazardous) occupancy.</p> <p>Examples of these types of occupancies are: Storage of flammable, combustible, explosive, or toxic materials, manufacturing processes involving the above, woodworking shops, fire rebuilding or storage, automotive repair, auto body repair and/or painting, factories where loose combustible fibers are present, semi-conductor fabrication facilities, bulk paint storage, etc.</p>	Developer shall secure approval prior to signing lease agreements and allowing occupancy.	Fire Prev., Building	Prior to Occupancy/Cert. of Occupancy	
<p>6. Developer shall pay the required fire and paramedic fees for new development in accordance with Napa Municipal Code Chapter 15.78. Such fees shall be payable at the rate in effect at the time of payment for the unit involved.</p>	Developer shall submit required fee with application for permit.	Building	Building Permit Issuance or Cert. of Occupancy/final inspection, as applicable	
<p>7. During the construction/demolition/renovation period of the project, Developer shall use the franchised garbage hauler for the service area in which the project is located to remove all wastes generated during project development, unless Developer transports project waste. If the Developer transports the project's waste, Developer must use the appropriate landfill for the service area in which the project is located.</p> <p>(Revised 9/95 & 11/95)</p>	<p>(a) Developer shall submit a statement indicating how waste will be handled prior to issuance of a Building Permit.</p> <p>(b) Developer shall submit copy of receipts from landfill or the franchised garbage hauler.</p>	<p>Public Works (Eng)</p> <p>Public Works (Eng)</p>	<p>(a) Building Permit Issuance</p> <p>(b) Project Constr.</p>	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
<p>8a. Developer shall provide for the source separation of wood waste for recycling.</p> <p>8b. Developer shall use the franchised garbage hauler for the service area in which located for collection of such wood waste, unless the Developer transports such wood waste to a location where wood waste is recycled.</p> <p>(Revised 9/95 & 11/95)</p>	<p>(a) City shall inspect for compliance.</p> <p>(b1) Developer shall submit a statement indicating how wood waste will be handled prior to issuance of a Building Permit.</p> <p>(b2) A developer shall submit a copy of receipts from landfill or the franchised garbage hauler.</p>	<p>Public Works (Eng)</p> <p>Public Works (Eng)</p> <p>Public Works (Eng)</p>	<p>(a) Project Constr.</p> <p>(b1) Building Permit Issuance</p> <p>(b2) Project Constr.</p>	
<p>9. The Developer of a commercial, industrial or multi-family project with common waste disposal facilities shall submit to and receive approval from the Public Works Director of a source reduction plan which meets the City's Source Reduction and Recycling Element and implementing guidelines.</p>	<p>(a) Developer shall receive plan approval prior to issuance of Building Permit.</p> <p>(b) Developer shall file period reports.</p>	<p>Planning</p> <p>Public Works (Eng)</p>	<p>(a) Building Permit Issuance</p> <p>(b) As per schedule in approved plan</p>	
<p>10. A recycling/solid waste enclosure shall be provided in accordance with Chapter 17.102, et seq. of the NMC for all commercial, industrial and multi-family projects with common solid waste facilities.</p>	<p>(a) City shall review and approve plans prior to permit approval.</p> <p>(b) City shall inspect for compliance.</p>	<p>Planning</p> <p>Planning</p>	<p>(a) Building Permit Issuance</p> <p>(b) Cert. of Occupancy</p>	
<p>11. Developer shall pay the required fees for each new dwelling unit in accordance with the Napa Municipal Code Chapter 15.68. Such fee shall be payable at the rate in effect at the time of payment for the unit involved.</p>	<p>Developer shall submit the required fees with application for permit.</p>	<p>Building</p>	<p>Building Permit Issuance</p>	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
12. Unless project approval requires only land dedication, the Developer shall pay in-lieu park dedication fee(s) in accordance with and for the purposes of NMC Sections 16.32.040, 15.68.010 and 15.68.090 for each residential unit authorized or allowed by project approval. Such fee(s) shall be payable at the rate in effect at time of payment.	Developer shall pay the requires fees prior to Final/Parcel Map, Building Permit, Cert. of Occupancy.	Building	Final/Parcel Map approval, Building Permit Issuance, Cert. of Occupancy/final inspection as applicable for type of project	
UTILITIES				
1. Prior to trenching within existing roadway areas, the Developer's engineer shall ascertain the location of all underground utility systems and shall design any proposed subsurface utility extensions to avoid disrupting the services of such systems.	(a) Developer shall call USA prior to construction.	Public Works (Eng)	(a) Project Constr.	
	(b) City shall inspect construction works in public right-of-way.	Public Works (Eng)	(b) Project Constr.	
2. Water and energy conservation measures shall be incorporated into project design and construction in accordance with applicable codes and ordinances.	(a) City shall review and approve plans prior to issuance of a Building Permit.	Building	(a) Building Permit Issuance	
	(b) City shall inspect for compliance.	Building	(b) Cert. of Occupancy	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
<p>3a. The project shall be connected to the Napa Sanitation District for sanitary sewer service.</p> <p>3b. If the subject property is presently served by individual sewage disposal systems, the septic systems, set backs, and reserve areas must be protected and maintained during cleaning, grading, construction, and after connection to the District, the existing septic tank(s) shall be properly destroyed.</p>	<p>(a1) Sanitation District shall provide written clearance prior to issuance of Building Permit.</p> <p>(a2) Sanitation District shall provide written clearance prior to issuance of Cert. of Occupancy.</p> <p>(b) The Dept. of Environmental Health shall provide written clearance prior to issuance of Cert. of Occupancy.</p>	<p>Building</p> <p>Building</p> <p>Building</p>	<p>(a1) Building Permit Issuance</p> <p>(a2) Cert. of Occupancy</p> <p>(b) Cert. of Occupancy</p>	
<p>4a. The project shall be connected to the City of Napa water system.</p> <p>4b. Any existing well must be properly protected from potential contamination. If an existing well is to be destroyed, a well-destruction permit must be obtained from the Napa County Department of Environmental Management by a licensed well driller. If an existing well is not destroyed, it must be properly protected and an approved backflow prevention device installed according to the Water District's specifications.</p>	<p>(a) City shall inspect for compliance.</p> <p>(b) Developer shall submit a copy of the permit to City prior to issuance of Cert. of Occupancy or City will inspect for installation of approved backflow device.</p>	<p>Public Works (Water)</p> <p>Public Works (Water)</p>	<p>(a) Cert. of Occupancy</p> <p>(b) Cert. of Occupancy</p>	
<p>5. The project shall be designed and built in accordance with the City of Napa Public Works Department Standard Specifications regarding the adequate conveyance of storm waters.</p>	<p>(a) City shall review and approve all plans and specifications and inspect construction.</p> <p>(b) City shall inspect construction.</p>	<p>Public Works (Eng)</p> <p>Public Works (Eng)</p>	<p>(a) Final Map Approval or Bldg. Permit Issuance, whichever comes first.</p> <p>(b) Project Constr.</p>	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
ARCHEOLOGICAL/HISTORICAL/CULTURAL				
1. If any archeological materials or objects are unearthed during project construction, all work in the vicinity shall be immediately halted until a qualified archeologist is retained by the City to evaluate the finds. Developer shall comply with all mitigation recommendations of the archeologist prior to commencing work in the vicinity of the archeological finds.	(a) City shall inspect construction activities.	Public Works, Building Dept., Planning	(a) Project Constr.	
	(b) City shall approve archeologist's report and require mitigation.	Planning	(b) Release of Stop Order	
BUILDING				
1. Developer shall comply with all requirements of federal, state, and local laws applicable to project construction and issuance of Building Permits.	Developer shall submit plans to City and other affected agencies for review and approval; Developer shall pay all required fees.	Building	Building Permit Issuance	
IMPLEMENTATION				
1. Developer shall comply with the monitoring/reporting check lists development pursuant to the City of Napa Resolution 90-108 regarding CEQA implementation procedures for both standard and project specific mitigation measures.	(a) Each City department shall submit to Planning Dept. a sign off that each construction-related mitigation plan for which the department is responsible is completed at time of compliance.	Planning	(a) At time of compliance for each measure.	
	(b) For each on-going mitigation measure a separate schedule shall be included in the monitoring program for that mitigation measure.	Planning	(b) Project Approval	

MITIGATION MEASURE	METHOD OF MONITORING/REPORTING	VERIFYING DEPT.	TIME OF COMPLIANCE	INT. DATE
2. Unless otherwise provided, all measures included in project approval pursuant to NMC Chapter 17.60 (CR suffix and flood evacuation) shall be installed or carried out prior to final clearance of the Building Permit or concurrently with the installation of site improvements in the case of a subdivision map.	City shall review and approve plans and schedules.	Public Works; Planning	Final clearance of Building Permit or installation of improvements	
3. Developer shall notify all employees and agents of the mitigation measures and conditions applicable to the project and shall ensure compliance with such measures and conditions. Developer shall also notify all assigns and transfers of the same.	(a) City shall record resolution approving project.	Planning Public Works, Bldg., Fire Prev.	(a) Project Approval	
	(b) Developer shall submit certificates to the City indicating compliance. Such certificates shall be submitted prior to issuance of a grading permit, Building Permit and Cert. of Occupancy.	Planning Public Works, Bldg., Fire Prev.	(b) Grading Permit, Building Permit, Cert. of Occupancy	

•Whenever implementation of a mitigation measure requires approval or compliance prior to issuance of a Building Permit, that implementation shall be read as requiring approval or compliance prior to the commencement of a use in the event a Building Permit will not be required.

**CITY OF NAPA
POLICY RESOLUTION 27**

**ATTACHMENT B
STANDARD CONDITIONS**

GENERAL

1. Developers shall pay all applicable fees and charges at the required time and at the rate in effect at time of payment (see Policy Resolution 16 as amended for a partial listing of applicable fees and Policy Resolution 16 or individual departments regarding the timing of fee payment requirements).
2. The authorized project is limited to the project as described in Developer's application, correspondence and final submitted plans and specifications and in accordance with the Developer's representations and agreements made at the public hearing(s) on the project. All project development, including the design and construction of improvements, shall be consistent with the same.
3. The design and construction of all improvements shall comply with the General Plan, any applicable Specific Plan, the Napa Municipal Code (NMC), City ordinances and resolutions, the "Standard Specifications," of the Public Works and Fire Departments and with the plans and specifications submitted to and approved by City.
4. The time limit within which to commence any lawsuit or legal challenge to any quasi-judicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitations period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-judicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge which is not filed within that 90-day period will be barred.
5. The Developer shall defend and indemnify and hold the City, its agents, officers, and employees harmless of any claim, action or proceedings to attack, set aside, void or annul the approval so long as the City promptly notifies the Developer of any such claim, action, or proceedings, and the City cooperates fully in the defense of the action or proceedings.
6. Developer is responsible for all fees related to filing of environmental documents for the project with the County Clerk.
7. If the Developer is not the owner of the subject property, all agreements required to be executed by the City must be executed by the Owner(s) as well as the Developer.
8. The Developer shall pay all City staff development fees which are or may become due to City pursuant to Napa Municipal Code Section 2-204, et seq.

PLANNING DEPARTMENT

1. No use authorized by a use permit or planned development permit may commence until after the Developer executes any required permit agreement.

PUBLIC WORKS DEPARTMENT

1. The Developer shall install a minimum one-inch thick asphalt concrete overlay whenever an existing City street pavement is cut for utility installations. This shall apply to either longitudinal or transverse cuts, and shall extend a sufficient distance beyond the cuts to allow a smooth transition. Resurfacing may be required to extend to the edge of the existing pavement or to the gutter lip. The limits of the resurfacing will be determined by the Public Works Director as part of the construction improvement plan review.
2. Approved backflow prevention devices shall be installed on all new and existing water services for both domestic and fire services.
3. Any retaining walls which are adjacent to a property line shall be masonry or concrete. Wood retaining walls shall not be installed adjacent to property lines.
4. Installation of street paving shall include reconstruction of the existing pavement section to provide adequate conforms. The limits of such reconstruction shall be reviewed and approved by the Public Works Director as part of the construction plan review.

5. The following standard condition is applicable to use permit approvals:

The Developer shall submit to the Public Works Department construction improvement plans for all on and off-site improvements, including detailed designs for all utilities, water, grading, drainage, erosion control, paving and solid waste storage and recycling areas. The plans shall be prepared by a registered civil engineer unless the Public Works Director authorizes them to be prepared by some other qualified professional. The plans must be reviewed and approved by the Public Works Director prior to issuance of the building permit for the project. If no building permit is required, the plans must be approved by the Public Works Director prior to establishment of the use. All required improvements shall be completed by the Developer prior to occupancy and establishment of the use. To guarantee completion of the improvements, the Developer shall enter into an agreement with the City and provide a security acceptable to the City prior to issuance of any building permit. An agreement will not be required if the Developer completes all of the required improvements to the satisfaction of the Public Works Director prior to issuance of the building permit.

6. The following standard conditions are applicable to tentative subdivision and parcel map approvals:
 - (a) Prior to approval of the Final Map or Parcel Map, the Developer shall furnish the Public Works Department with proof of the payment of the mapping service fee as required by Napa County Board of Supervisors Resolution No. 92-119.
 - (b) Prior to approval of the Final Map, the Developer shall provide proof of workers compensation insurance and general liability insurance in the forms and amounts as

required by the City Attorney. Typically a one million dollar general liability insurance certificate is required.

- (c) If multiple final maps are filed, all required improvements shall be installed with the first final map unless a plan showing the detailed phasing of the multiple final maps and installation of improvements is approved by the Planning and Public Works Directors prior to approval of the first map.
 - (d) The Developer shall grant public utility easements adjacent to the public street right-of-way. The size and locations of the easements shall be determined by the Public Works Director based on consultations with representatives of the utility companies.
7. The Developer shall furnish proof satisfactory in form to the City Attorney of the acquisition of all rights of entry, permits, easements, etc., necessary to construct the project or to satisfy required project mitigation measures and/or conditions prior to map approval or commencement of the use if no map is required.

COMMUNITY RESOURCES DEPARTMENT

1. A refundable deposit as set by Policy Resolution No. 16 for each street tree required pursuant to N.M.C. Section 15.48.030C is to be paid at the time building permits are issued. Street trees from the City of Napa Street Tree List (available at the Community Resources Department) are to be planted in accordance with the City Street Tree Planting Specifications contained in the PWD Standard Specifications. The exact location of trees and number will be determined in accordance with these standards.
2. All street trees within the public right-of-way shall be maintained by adjacent property owner or a homeowner's association (NMC Section 12.44.050). Plantings must conform to Section 27 of the Napa Municipal Code and City Landscape Standards. Developer shall submit evidence of satisfactory assurance of this required prior to approval of parcel or final map, commencement of use or issuance of a building permit, whichever comes first. For areas to be maintained by a homeowner's association, the evidence shall include a copy of the CC&Rs and association document for review and approval by the City Attorney.
3. All street back-on landscape required by the City shall be maintained by a homeowners association or the City-Wide Landscape Assessment District. For areas to be maintained by a homeowners association, Developer shall submit a copy of the CC&Rs and association document for review and approval by the City Attorney. For areas placed in Landscape Assessment District, Developer shall submit landscape and irrigation plans to the CRD for approval in accordance with NMC Section 12.44.020. Plans must conform to the CRD's Specifications for Street Back-On and Median Strip Landscaping a copy of which is available from the Community Resources Department. Developer shall submit evidence of appropriate satisfaction of this requirement prior to approval of final map.

Appendix C
General Plan Consistency
with the Congestion Management Plan

C
M
A

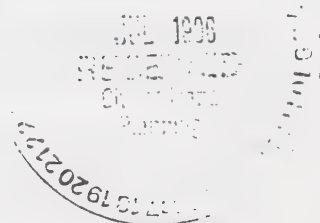
LaVerne Oyarzo
Chair

NAPA COUNTY
CONGESTION MANAGEMENT AGENCY

1195 Third Street Room 201, Napa, California 94559
Phone (707) 253-4351 Fax (707) 253-4627

July 29, 1996

Deborah Faaborg
City of Napa
P.O. Box 660
Napa, California 94559



Ms. Faaborg:

We have received from the traffic consultant working on the City's general plan information on the land-use of the plan versus the land-use in the CMP database. According to the Program a traffic analysis using the CMP model must be completed for general plans, general plan amendments (including specific plans), zoning changes, subdivisions, planned developments and use permits which increase the amount of traffic being generated by the current use by five hundred or more peak hour trips and is not fully contained in the current CMA land-use data base.

The CMP's land-use database is constructed by allowing all the jurisdictions to submit their best estimate of their land-uses at the target year and as a group adjusting those land-uses to arrive at a mutually agreed figure that is within one percent of the ABAG projections for the county as a whole. This process often means that individual agencies accept changes to their best estimates, either up or down, to meet the regional control totals. It also results in a database that all the jurisdictions have agreed upon.

The CMA has 2000, 2010 and 2020 databases that were constructed in this manner. Although 2020 is not covered by ABAG projections, the CMA, by mutual agreement, is within a range that was set using DOF, ABAG and other projections as a starting point. We are not sure how the City constructed the 2020 land-use database outside its boundaries for the general plan without the input of the various jurisdictions. It appears unlikely that the City's will agree with the 2020 countywide database. Although we are restricting this letter to the possible CMP analysis requirements, it may be of value for the City to consider, in the future, using information that all of the jurisdictions have agreed to for the communities surrounding the City for any independent analysis that Napa desires so that we will all have a common point of understanding.

As the CMP has a much shorter horizon than the City's new General Plan, the consultant compared the TAZs in the City of Napa from a 2000 land-use scenario derived by interpolation of the countywide 1992 land-use base and the City's 2020 to the CMP 2000 land-use base.

Reducing the City's 2020 could lead to partial projects in the interpolated 2020 that will not exist in 2000, growth patterns that will not follow what the City expects in 2000, and/or less growth in some TAZs than the City expects in 2000. Nonetheless, unless the City has constructed a 2000 land-use scenario for the new General Plan, this is an expedient and useful method of determining the differences between the growth the CMA projects and the growth that the City expects. It would be very unusual, using this method, that some differences did not appear between the CMA 2000 that was crafted directly and the interpolated 2000 for the City.

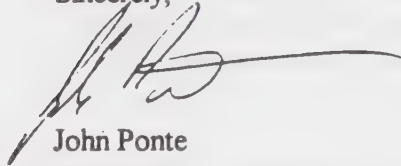
Indeed, the consultant's analysis does indicate some differences. The total trips generated is five hundred and ninety larger for the CMA, two TAZs show the City generating more than two hundred trips more than the CMA (142 and 159), and two zones generate more than one hundred and fifty trips less for the City than in the CMA model (104 and 113). Amazingly, four TAZs show no difference and forty-seven zones show a difference of nine or fewer trips. The average difference is only four point nine trips and the percentage difference over all trips is one point two percent.

Overall, the differences are minor, are understandable given the derivation of the City 2000 database, no single TAZ has the City generating anywhere near the five hundred peak hour trigger level difference, and the City's interpolated 2000 is less intense and generates fewer trips than the CMAs.

Given these facts, no CMP analysis of the City's new general plan will be necessary as long as the land-use does not change from the data of the consultant's investigation.

If you have any questions, please call me at 259.8179.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Ponte', with a long horizontal flourish extending to the right.

John Ponte
Manager

Appendix D
Supplemental Traffic Analysis
Excluding Souza Lane

Dowling Associates, Inc.

Transportation Engineering • Planning • Research • Education

February 6, 1997

1997

Mr. Frank Sanchez
Public Works Dept.
City of Napa
P.O. Box 660
Napa, CA 94559

SUBJECT: Analysis of Souza Lane and Saratoga Drive Extensions

P930034

Dear Frank:

At your request, I have reviewed the data and analysis for the analysis of the omission of Souza Lane in the City of Napa General Plan. I found that the files I used for the January 13 memo were in fact somewhat out of date, and that there was more current data available. A better choice of data, and the one I have made for this memorandum, would be to use the model run and files used for the General Plan Update Draft EIR. The network for the GPEIR contains all of the improvements that are included in the General Plan, including extensions of Souza Drive, Saratoga Drive in the immediate area of concern. The plan also includes proposed improvements to Silverado Trail at Soscol Avenue as well as a planned extension of Gasser Drive to intersect Soscol Avenue at Gasser Drive.

I reran the City of Napa Travel Forecast Model using the same land use and network data as was used for the proposed General Plan, but removed the Souza Lane Extension from the network. This would give us the impacts of including or excluding this street within the overall context of the General Plan. The General Plan and both alternatives tested include Saratoga Drive as a new street.

The results of this analysis, shown in the accompanying table, indicate virtually no effect on the surrounding intersections, a result that I believe is more in keeping with what one would expect for what is essentially an internal circulation modification. I note that the intersection with which you were specifically concerned, Third Street & Silverado Trail, would be Level of Service D in both cases. However, the policies in the updated General Plan permit LOS D citywide and actually permit LOS E at this location as part of a recognition of the difficulty of making improvements in the Downtown area. This not only would the Saratoga Drive extension have negligible impact on this intersection, but it would in fact meet the policy guidelines of the proposed General Plan.

I hope this information is useful to you. Please feel free to call if you have any questions regarding this material.

Sincerely,



Stephen Lowens
Principal



Figure 1
Projected 2020 Traffic Volumes
Network Excludes Souza Lane

January 29, 1997

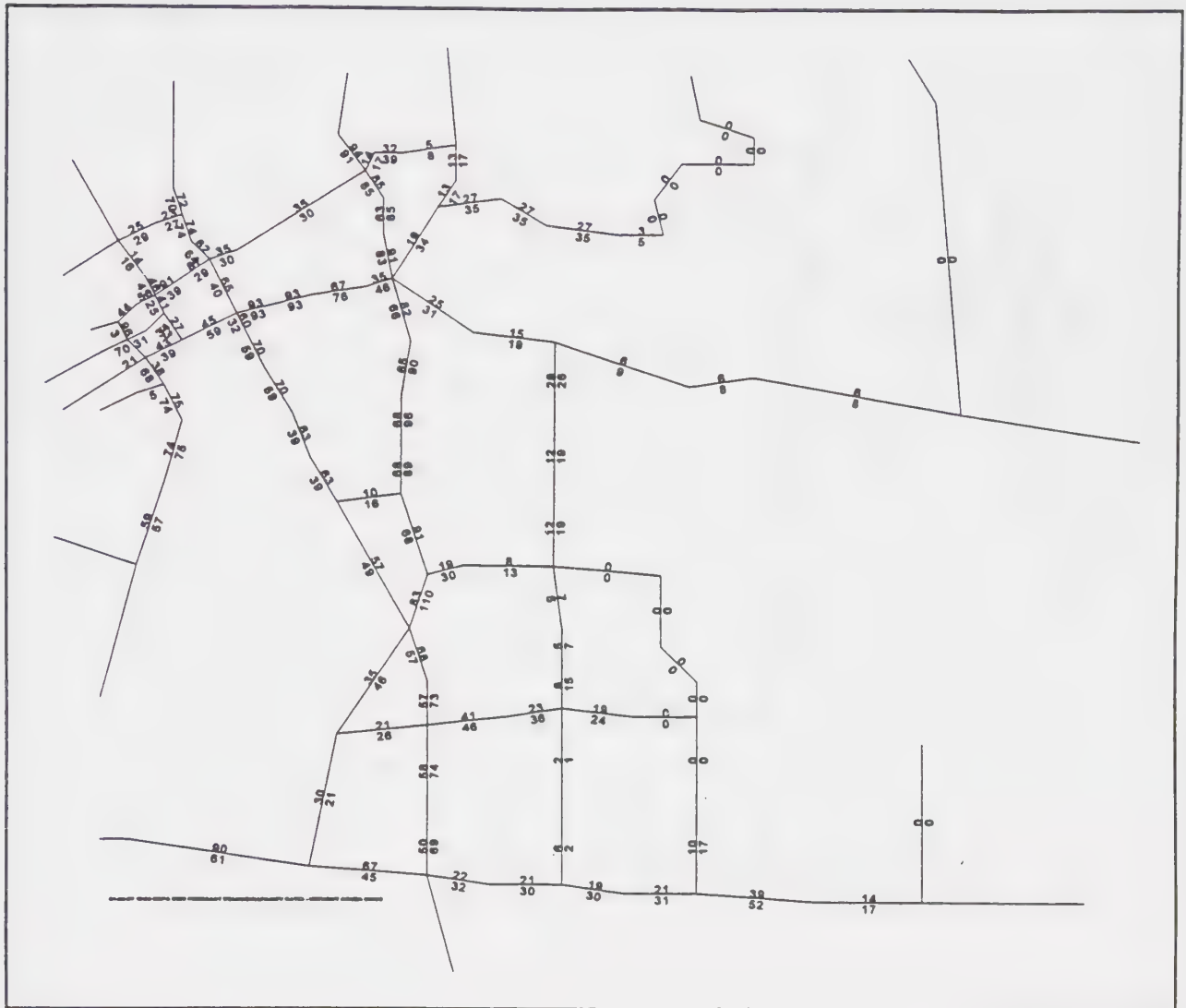


Figure 2
Projected 2020 Volume/Capacity Ratio
Network Excludes Souza Lane

January 29, 1997



Figure 3
Projected 2020 Traffic Volumes
General Plan Network
Includes Saratoga Drive

April 3, 1996

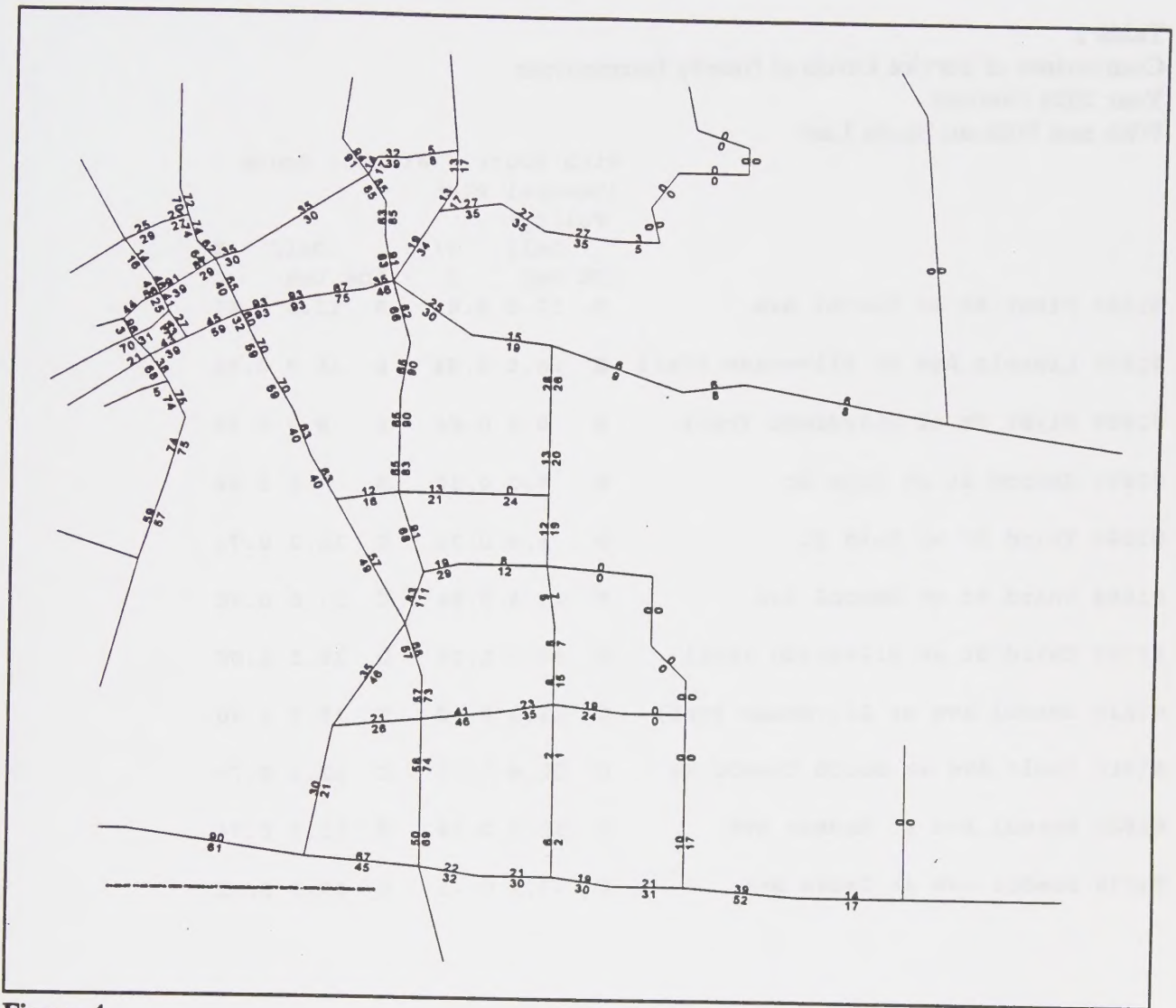


Figure 4
Projected 2020 Volume/Capacity Ratio
General Plan Network
Includes Saratoga Drive

April 3, 1996

Table 1
Comparison of Service Levels at Nearby Intersections
Year 2020 Forecast
With and Without Souza Lane

	With Souza (General Plan Policy)			Without Souza		
	LOS	Del/ Veh	V/ C	LOS	Del/ Veh	V/ C
#1552 First St at Soscol Ave	B	12.2	0.61	B	12.2	0.61
#1566 Lincoln Ave at Silverado Trail	B	15.0	0.64	B	15.0	0.64
#1580 First St at Silverado Trail	B	8.9	0.64	B	8.9	0.64
#1684 Second St at Main St	B	7.0	0.36	B	7.0	0.36
#1686 Third St at Main St	B	8.8	0.72	B	10.2	0.73
#1688 Third St at Soscol Ave	C	21.4	0.84	C	21.6	0.85
#1702 Third St at Silverado Trail	D	36.3	1.05	D	36.3	1.05
#1838 Soscol Ave at Silverado Trail	C	15.3	0.90	C	15.3	0.90
#1918 Imola Ave at South Coombs St	C	21.6	0.79	C	21.6	0.79
#1922 Soscol Ave at Kansas Ave	B	11.5	0.74	B	11.5	0.74
#1926 Soscol Ave at Imola Ave	C	17.9	0.72	C	17.9	0.72

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